MICROFILM

START OF ROLL

ROLL NO.

124

Construction Contracts

Begins # 6593
#6593 continues from reel 123

ER-103(1) District 3-C Flood Repair, 8 Hwys. near Medford (Grad. & Surf.) 1965

#6593

Permanent

Approved State Force Orders	All Required	$ 5,010.00
		10,116.65
	Engr. & Contr.	1,810.35
	Total	$ 19,927.00

Length of Roadway - - - - - - 23.4 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Riprap (Contract #6593)	$ 6,920.00	$ 4,390.00	$ 2,530.00
Temporary & Permanent Repair	19,927.00	12,643.00	7,284.00
	$ 26,847.00	$ 17,033.00	$ 9,814.00

State Funds for Construction: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Prefixes

15-1025
15-4417
15-4517
15-4717

No Phase I report was submitted to cover the temporary work. We used the amount on the cost books which is the most accurate information we have at this time. The quantities on the plans were picked off of pay vouchers.

RECEIVED
NOV 29 1965
FOR FILES
ER-103(1)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6593

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 9, 1965

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon District 3-C Flood Repair Contract
Projects ER-103(1), ER-104(1), ER-108(1),
ER-112(1), ER-113(1), ER-114(1), ERFO-104(2)
ERFO-108(2).
Request for time extension

The contractor has requested that the completion date on the subject project be extended from August 15, 1965, as specified, to August 30, 1965, due to delays caused by work by State Forces at the Williams Creek bridge (M.P. 18) on the Williams Highway, project No. ERFO-104(2). Mr. Klaboe's letter of October 12, 1965, requests concurrence in your recommendation for an extension to August 28, 1965, for the same reasons.

The contract calls for 500 C.Y. of Riprap to be stockpiled at the Williams Creek bridge site. This work involves approximately 3% of the contract amount.

The State bridge crew occupied the site from 7-7-65 to 7-26-65 for contract operations in the vicinity of the bridge. Records indicate that some work was performed by the contractor on other routes between 8-6-65 and 8-14-65 (8 routes included in this contract).

Due to the small amount of work involved at this location, and since the contractor did have time to reschedule his work on other portions of the contract, we do not feel that a time extension can be justified for this contract on the basis of facts presented in Mr. Klaboe's letter.

Federal participation should therefore be based on the specified completion date with proper assessment of liquidated damages.

we go along

NOTED
K.O. KLABOE

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig & REFERRED TO Bmk w/file
BY ASST. STATE HWY. ENGR.

Ok decision after reviewing facts. If we are right we'll go along.

cc per Young Morgan 11-10-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 4 - 1965
FOR FILING
ER-103(1)
6593

November 4, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6593 awarded to Hughes and Dodd Company for grading and surfacing on the District 3-C Flood Repair work on intermittent sections of eight State Highways in Josephine and Jackson Counties was completed on August 28, 1965, and accepted by the Highway Commission on November 1, 1965.

Final payment in the amount of $4,384.80 will be released to the contractor after November 11, 1965. The total contract amount is $81,707.14 including $1,453.83 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hughes & Dodd Company
4048 Crater Lake Highway
Medford, Oregon

Victor S. Risley
Board of Trade Building
Portland, Oregon 97204

I. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 2 - 1965
FOR FILING

ER-1037(1)
6593

November 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 28, 1965, on Contract No. 6593. The contract was with Hughes & Dodd Company and was for grading and surfacing on the District 3-C Flood Repair work on intermittent sections of eight (8) State Highways in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

Const

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: District 3-C Flood Repair		WEEK ENDING: September 11, 1965
		SECTION PREFIX: 17-1064 & 15-1025
HIGHWAY: 8 Highways		COUNTY: Josephine & Jackson
NAME OF JOB: District 3-C Flood Repair	KIND OF WORK: Grading and Surfacing	
CONTRACTOR: Hughes and Dodd Co.	CONTRACT NUMBER: 6593	FEDERAL AID PROJECT NUMBER: See below under paving
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 1, 1965	ESTIMATED COMPLETION DATE: August 28, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 103,378.50	SPECIFIED COMPLETION DATE: August 15, 1965	PERCENT OF TIME ELAPSED: 115%
EXCLUSIVE OF ENGINEERING: $ 96,027.14	ENGINEERING AUTHORIZATION $ 7,351.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,691.94	ENGINEERING COST TO DATE $ 6,249.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 14 %	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED: August 28, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Federal Aid Project Nos.
		100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					ER - 103(1)
MILES PARTIALLY COMPLETED					ER - 104(1)
MILES COMPLETED					ER - 108(1)
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,310	4,000			ER - 112(1)
TOTAL QUANTITIES CORRECTED TO DATE	2,627	4,192			ER - 113(1)
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,627	4,192			ER - 114(1)
AVERAGE DAILY QUANTITIES					ERFO-104(2)
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					ERFO-108(2)
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Fair			
MONDAY 6	Fair			
TUESDAY 7	Fair			
WEDNESDAY 8	Fair			
THURSDAY 9	Fair			
FRIDAY 10	Fair			
SATURDAY 11				

Routing
Morgan
Dodge
Bond
Barber
Walker W
Glenn
Swan S
Pease E
Morelock
Trout
Scott
Wirt
Litchfield
Olson

RECEIVED
SEP 13 1965
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	

REMARKS

No work by contractor as job was completed August 28, 1965.

Mailed Semi-Final Estimate to Roseburg, Friday of this week.

SIGNED J. E. Roberts LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form CO-121
(11-63)
(Prep. by
A.C. 209-10)

UNITED STATES GOVERNMENT

Memorandum

ER-103 (1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6593

DATE: September 8, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-108(2)
O'Brien-Dwight Ck. Section
of Redwood Hwy. - Forest Hwy. #11
State Force Order No. 2 - Supplement

Mr. Young's letter of September 3, 1965 furnished copies of subject State Force Order-Supplement concerning the need to rent outside equipment not provided for in the original order. It developed during the course of construction that a fully operated track loader was necessary to place rip-rap in areas inaccessible to rubber-tired equipment.

We hereby approve the use of this rented equipment as requested by Mr. Young's letter. Federal participation will be limited to those costs incurred under this supplemental order subsequent to our August 30, 1965 tentative verbal approval as documented by your "half sheet."

The estimated rental cost of the outside fully operated equipment is $300 with Federal participation of 100 percent.

Provisions of our April 21, 1965 letter approving the original order are applicable, with this supplement authorizing the rental of fully operated outside equipment.

Federal participation in cost will be determined on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
[illegible] Hwy. Engr.

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105 5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 30 1965 By _____
Title Engineer of Construction
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. Suppl. No. 2

Project Name O'Brien - Dwight Creek Date 8/23/65, 19

Highway Redwood - Forest Hwy. #11 Contract No. F. A. Project No. ERFO-108(2)

County Josephine Prefix 17-4701 Account No. 100-series

Description of Work To Be Done:
Fully-operated track loader, 2 cy capacity, to place riprap furnished by Equipment Rental Contract.

Location by Station Numbers:

MP 40.25
MP 40.84

Estimate of Quantities and Costs:

Equipment - - - $300.00

Explanation:
The department does not have the proper equipment with which to do this work. The sites are inaccessible to rubber-tired equipment. Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$7200.00
Present estimate of project cost, including $300.00 for work under this order	$7200.00
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 13 1965

Form CO-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

ER-113(1)

6593

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 8, 1965

In reply refer to: 08-35.4-DB

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-113(1)
Junction Hwy. #63-Jenny Ck. Section
of the Green Springs #21 Hwy.
State Force Order No. 1-Supplement

Mr. Young's letter of September 3, 1965 furnished copies of subject State Force Order-Supplement concerning the need to rent outside equipment not provided for in the original order. It developed during the course of construction that a fully operated track loader was necessary to place rip-rap in areas inaccessible to rubber-tired equipment.

We hereby approve the use of this rented equipment as requested by Mr. Young's letter. Federal participation will be limited to those costs incurred under this supplemental order subsequent to our August 30, 1965 tentative verbal approval as documented by your "half sheet."

The estimated rental cost of the outside fully operated equipment is $400.00 with Federal participation of $240.00.

Provisions of our April 21, 1965 letter approving the original order are applicable, with this supplement authorizing the rental of fully operated outside equipment.

Federal participation in cost will be determined on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
SEP 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1965

Form CD-121 (11-63) (Prog. by A.P. 20-4.20)

UNITED STATES GOVERNMENT

Memorandum

FLAGUE

ER-103(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-114(1)
Savage Rapids Dam-Rock Point Section
of the Rogue River #60 Hwy.
State Force Work No. 1 - Supplement

Mr. Young's letter of September 3, 1965 furnished copies of subject State Force Order-Supplement concerning the need to rent outside equipment not provided for in the original order. It developed during the course of construction that a fully operated track loader was necessary to place rip-rap in areas inaccessible to rubber-tired equipment.

We hereby approve the use of this rented equipment as requested by Mr. Young's letter. Federal participation will be limited to those costs incurred under this supplemental order subsequent to our August 30, 1965 tentative verbal approval as documented by your "half sheet."

The estimated rental cost of the outside fully operated equipment is $300 with Federal participation of $180.00.

Provisions of our April 26, 1965 letter approving the original order are applicable, with this supplement authorizing the rental of fully operated outside equipment.

Federal participation in cost will be determined on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.

SEP
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 7 - 1965
FOR FILING
Maint
Drainage
Misc.

September 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 1 - Supp., Account No. 156, covering cost of equipment rental and placing riprap on the Savage Rapids Dam-Rock Point Section of the Rogue River #60 Highway in Jackson County, in connection with Federal-Aid Project No. [illegible]-114(1).

This order is to cover cost of renting fully-operated track loader to place riprap in areas inaccessible to rubber-tired equipment. This order documents use of one piece of outside equipment not originally anticipated. It does not represent more equipment than might normally be rented for placing this riprap in restricted areas.

The total estimated amount of this order is $300.00 with Federal participation of $180.00.

The order was recommended for approval by the BPR District Engineer August 30, 1965. Your approval as of that date, under the provisions of PPM 21-6.3 on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

XMRimb
enc.
cc: F. D. Morgan
R. N. Chase

RECEIVED
APR 20 1965
FOR FILING

Maint
Drainage
Spec

April 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1 covering permanent storm damage repair on the Savage Rapids Dam-Rock Point Section of the Rogue River Highway in Jackson County, in connection with Federal-Aid Project No. ER-114(1).

This work is necessary to repair December 1964 flood damage. The work consists of cleaning ditches, repairing shoulders, removal of silt, cleaning box culverts, replacing guard rail and riprap.

The work is on intermittent sections and can be done more economically by State Forces than by contract. The State is equipped to do the work in the time prescribed. The use of outside forces and equipment is not anticipated.

This work was verbally recommended for approval by the BPR Assistant Area Engineer April 5, 1965. Your approval as of that date under the provisions of PPM 21-6.3 on actual cost basis is requested.

The total estimated amount of the order is $6,120.00 with Federal participation of $3,672.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

cc: F. D. Morgan
R. N. Chase

DBP:ia

RECEIVED
SEP 13 1965
FOR FILING

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-103(1)

6592

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-108(1)
Applegate River Bridge - O'Brien Sec.
of Redwood Hwy. No. 25
State Force Order No. 1 Supplement

Mr. Young's letter of September 3, 1965 furnished copies of subject State Force Order-Supplement concerning the need to rent outside equipment not provided for in the original order. It developed during the course of construction that a fully operated track loader was necessary to place rip-rap in areas inaccessible to rubber-tired equipment at 5 locations from MP 7.1 to MP 20.89.

We hereby approve the use of this rented equipment as requested by Mr. Young's letter. Federal participation will be limited to those costs incurred under this supplemental order subsequent to our August 30, 1965 tentative verbal approval as documented by your "half sheet."

The estimated rental cost of the outside fully operated equipment is $1,000 with Federal participation of $600.00.

Provisions of our April 21, 1965 letter approving the original order are applicable, with this supplement authorizing the rental of fully operated outside equipment.

Federal participation in cost will be determined on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2

RECEIVED
SEP 7 - 1965
FOR FILING

ER-103(1)

6593

September 3, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-Supp., Account No. 156, covering cost of equipment rental and placing riprap on the Junction Hwy. #63-Jenny Creek Section of the Green Springs #21 Highway in Jackson County, in connection with Federal-Aid Project No. S-113(1).

This order is to cover cost of renting fully operated track loader to place riprap in areas inaccessible to rubber-tired equipment. This order documents use of one piece of outside rented equipment not originally anticipated. It does not represent more equipment than might normally be rented for placing this riprap in restricted areas.

The total estimated amount of this order is $400.00 with Federal participation of $240.00.

The order was recommended for approval by the BPR District Engineer August 30, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. T. Young
Office Engineer

KMR:mb
encs.

cc: F. Morgan
R. M. Chase

RECEIVED
SEP 7 - 1965
FOR FILING
ER-103(1)
6693

September 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1 Supplemental, covering a fully-operated track loader to place ripra in areas inaccessible to rubber-tired equipment on the Applegate River Bridge-O'Brien Section of the Redwood (No. 25) Highway in Josephine County, in connection with Federal-Aid Project No. FR-108(1).

This supplemental order is to document the use of one piece of outside rental equipment, not originally anticipated. Rental of this equipment does not represent more equipment than would normally be used for this type of work.

The order was tentatively approved by the BPR District Engineer August 30, 1965. Your approval as of that date, under the provision of PPM 21-6.3, on an actual cost basis, is requested.

The estimated amount of the supplemental order is $1,000.00 with Federal participation of $600.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

cc: F. D. Morgan
R. W. Chase

CWTred

RECEIVED
SEP 7 - 1965
FOR FILING
ER 112(1)
6492

September 3, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2 - Supplemental covering a fully operated track loader to place riprap in areas inaccessible to rubber-tired equipment on the O'Brien - Dwight Creek Section of the Redwood - Forest Hwy. #11 in Josephine County, in connection with Federal-Aid Project No. HFD-108(2).

This supplemental order is to document the use of one piece of outside rental equipment, not originally anticipated. Rental of this equipment does not represent more equipment than would normally be used for this type of work.

The order was tentatively approved by the BPR District Engineer August 30, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the supplemental order is $300.00 with Federal participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. D. Morgan
E. N. Chase

CWTike

RECEIVED
OCT 8 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-103(1)

6573

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

KLAMATH

September 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 28, 1965, on Contract No. 6593, District 3-C flood repair Section, in Josephine and Jackson Counties, in connection with Federal-Aid Project Nos. ERFO-104(2), ERFO-108(2) and ER-104(1), 103(1), 103(1), 112(1), 113(1), 114(1).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:_____

Conditions noted on above date:

Contract Work inspected Sept. 14 & 15, 1965, and found to be completed in conformance with plans and specifications.

A. W. Parsons
Division Engineer

By ME Martin OCT 5 1965
M. E. Martin
District Engineer

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Oregon - Journal
By Asst. State Hwy. Engr.
10-7-65

Form 6 (Rev. 6-61)

RECEIVED
JUN 16 1965
FOR FILING

ER-103(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contract under provisions of Federal
Date 6-15-65 W. E. Martin
U.S Bureau of Public Roads

Project Name: District 3-C Flood Damage — Date: June 1, 1965

Highway: 8 Highways — Contract No.: 6593

County: Josephine and Jackson — Prefix: See Below

Contractor: Hughes & Dodd Co. — F. A. Project No.: See Below

Address: PO Box 246, Medford, Oregon — Order No.: 1 - G1 - P

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State Participation in Flagging Cost.

17-1064

G1 ER-104(1)
G2 ERFO-104(2)
G3 ER-108(1)
G4 ERFO-108(2)

15-1025

G1 ER-103(1)
G2 ER-112(1)
G3 ER-113(1)
G4 ER-114(1)

Location by station numbers:

Where needed throughout project.

Estimate of quantities and cost:

Lump Sum Estimate - - - - - - - - - - $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Contract provides that the state pay 50% of the amount which would normally be computed on the total cost plus percentage basis, as per standard specifications for Hwy. Constr., 1964 issue. Provisions for this work provided for in original project authorization. Telephone approval of this order secured from the Division Office May 27, 1965. No work covered by this order has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 103,378.50
Present estimate of project cost, including $ 500.00 for work under this order	$ 103,378.50
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, [illegible] Engineer Office

State Printing O.K. L. Young 6-15-65

RECEIVED
JUN 1 1965
FOR FILING

Form CO-321
(11-63)
(Prev. Ed.
A.O. 100-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 27, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-103(1), ER-104(1), ER-108(1), ER-112(1), ER-113(1), ER-114(1), ERFO-104(2) and ERFO-108(2)
District 3-C Flood Repair
Grading and Surfacing

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6593 to Hughes and Dodd Co., of Medford, Oregon, low bidder in the amount of $87,892.00 at the May 18, 1965 bid opening.

okie Young
6-4-65

RECEIVED
JUN 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 24 1965
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FR-103(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Hughes and Dodd Company
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6593 for the following project:

Intermittent sections of grading and surfacing on the Redwood, Rogue River, Green Springs, Oregon Caves, Medford-Provolt, Williams, Sams Valley and Pacific Highways near Medford in Josephine and Jackson Counties.

This award was based on your bid of $87,992.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

J65

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 3, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-25.2-08

A. V. Parrott, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Projects ER-103(1), ER-104(1), ERFO-104(2), ER-108(1), ERFO-108(2), ER-112(1), ER-113(1) and ER-114(1).
District 3-C Flood Repair
Jackson and Josephine Counties
Grading and Surfacing

P.S. and E. documents for the denoted portions of the subject projects to be combined into one contract have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet representing the eight projects is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project and any utility adjustment work will be non-reimbursable, as indicated in Mr. Wright's and Mr. Litchfield's April 16 and April 21, 1965 reports.

Mr. Young's April 29, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

sig'd Young
w/attachment
5-5-65

RECEIVED
MAY 1 - 1965

FHWA-1-12
(A-83)
(Pres. Ly

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Maint

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 30, 1965

In reply refer to: 08-35.4-D3

Engr

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-104(1)
Cave Jct.-Nelson Cr. Section
Oregon Caves Highway
State Force Order No. 1

Mr. Young's letter of April 21, 1965 furnished copies of subject State Force Order covering the Cave Jct.-Nelson Creek Section of the subject ER project. This letter ratifies in writing our April 16, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and flood repair work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 10b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

Form A-105—5M

Item #20

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Cave Junction-Nelson Creek Date April 13, 1965

Highway Oregon Caves Hwy. #38 Contract No. ER-104(1) F. A. Project No.

County Josephine Prefix 17-4703 Account No. 100 Series D

Description of Work To Be Done:

Repair washed out shoulders, place riprap

APPROVED
Certification of
Federal
[illegible]
U.S. Bureau of Public Roads

Location by Station Numbers:

Cave Junction-Nelson Creek MP 1.9 - MP 8.0.

Estimate of Quantities and Costs:

Labor	$ 678.00
Equipment	228.00
Material	720.00
	$1626.00

Explanation:

State forces would be better equipped to perform these small operations cheaper than contractors. Placing riprap involves placement only, not furnishing and hauling.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including

$ 1626.00 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Carl M. Williams
Asst. Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~ Office Engr.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Item #20

Oregon Caves Hwy. #38

M.P. 2.19	Stabilize footings of structure 1-1/2 days maint. crew			$ 300.00
M.P. 3.66	Rip rap apron of Tycer Cr. Box Culvert 2 hrs. Maint. crew			55.00
M.P. 7.6 - M.P. 8.C	Repair washed shoulders Shoulder mat'l. 2 days maint. crew	200 Cy	$3.00 per yd.	600.00 400.00

RECEIVED
MAY 4 - 1965

Form CD-121 (1-63)
A.O. 208-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FOR FILE

Memorandum

Maint

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Spec

DATE: April 30, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO 104(2)
Nelson Cr.-Oregon Caves Section
Oregon Caves Highway
State Force Order No. 2

Mr. Young's letter of April 21, 1965 furnished copies of subject State Force Order covering the Nelson Creek-Oregon Caves Section of the subject ERFO project. This letter ratifies in writing our April 16, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that the pavement seal between M.P. 15.0 and 18.2 is to be used at intermittent locations where patching of washouts has been required or where minor damage has been caused by heavy equipment during the emergency phase of work.

3. The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of opera-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

tions or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attachment

Form A-105—SM

APPROVED

[illegible] of
[illegible]
Date ____. W. E. Martin
[illegible] State Engineer
U.S. Commissioner of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Nelson Creek-Oregon Caves Date 4-13, 19 65

Highway Oregon Caves Hwy. #38, Forest Hwy. #13 Contract No. ____ F. A. Project No. NFO-104(2)

County Josephine Prefix 17-4703 Account No. 100 Series

Description of Work To Be Done:

Repair washed out pavement, shoulders and bridges

Location by Station Numbers:

Nelson Creek - Oregon Caves MP 8.4 - 18.2

Estimate of Quantities and Costs:

Labor	$ 22,954.00
Equipment	6,146.00
Material	19,026.00
	$ 48,126.00

Explanation:

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ ____

Present estimate of project cost, including $48,126.00 for work under this order $ ____

Expected under-run / over-run (amount) . . . . . $ ____

Expected under-run / over-run (per cent) . . . . . ____

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy~~ State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Oregon Caves Hwy #38 Forest Hwy #13

M.P. 814 - 10.4	Repair washed shoulders				
	Shoulder Mat'l.		50 Cy	$3.00 per yd.	$ 150.00
	1 day maint. crew				200.00
M.P. 10.65	Replace base rock and oil mat				
	Base rock		900 Cy	$3.00 per yd.	2700.00
	Oil mat	Asphalt	5 Ton	$40.00 per ton	200.00
		Aggregates	45 Cy	$ 3.00 per yd.	135.00
	LABOR & EQUIP				165.00
M.P. 10.85	Repair washed shoulders				
	Shoulder mat'l.		50 Cy	$ 3.00 per yd.	150.00
	3/4 day maint. crew				150.00
M.P. 11.6	Clear & dispose of debris				
	1-1/2 days maint. crew				300.00
M.P. 11.73	Replace base rock & oil mat				
	Base rock		115 Cy	$ 3.00 per yd.	345.00
	Oil mat	Asphalt	3 ton	$40.00 per ton	120.00
		Aggregate	25 Cy	$ 3.00 per yd.	75.00
	EQUIP & LABOR				400.00
M.P. 11.75	Repair bridge over Greyback Creek				
	Material				7500.00
	Equip.				3000.00
	Labor				4500.00
M.P 15 - M.P. 17.6	Pavement Seal	Labor			300.00
		Equip.			100.00
		Material			2025.00
M.P. 17.6	Replace base rock & Oil Mat.				
	Base Rock		675 Cy	$ 3.00 per yd.	2025.00
	Oil mat	Asphalt	7 ton	$40.00 per ton	280.00
		Aggregate	50 Cy	$ 3.00 per yd.	150.00
	EQUIP. & LABOR				1600.00
M.P. 17.64	Replace base rock & Oil mat.				
	Base rock				675.00
	Oil mat	Asphalt	2 ton		80.00
		Aggregate			45.00
	EQUIP. & LABOR				600.00
M.P. 17.84	Replace base rock & Oil mat				
	Base rock		225 Cy	$ 3.00 per yd.	675.00
	Oil mat	Asphalt	4 ton	$40.00 per ton	160.00
		Aggregate	25 Cy	$ 3.00	75.00
	EQUIP. & LABOR				700.00
M.P. 17.98	Replace base rock & Oil mat				
	Base rock		675 Cy	$ 3.00	2025.00
	Oil mat	Asphalt	7 ton	$40.00	280.00
		Aggregate	50 Cy	$ 3.00	150.00
	EQUIP & LABOR				1600.00

M.P. 18.01	Repair bridge over Lake Creek	
	Labor	$3600.00
	Equip.	900.00
	Mat'l.	500.00
M.P. 17.6 - M.P. 18.2	Pavement Seal	
	Labor	150.00
	Equip.	50.00
	Mat'l.	970.00

RECEIVED
MAY 4 1965

Form 1320-1
(11-63)
(Prev. by
A.O. 2062-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-103(1)

6.2 E3.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-103(1)
Rock Point-Sams Creek Section
Sams Valley Highway, SFO #1
Eagle Point-N. Fork Little Butte Cr. Section
Lake-of-the-Woods Highway, SFO #1
Little Butte Cr.-Trail Section
Crater Lake Highway, SFO #2

Young's

Mr. Young's letters of April 16, 19 and 21, 1965 furnished copies of subject State Force Orders covering the subject sections of project No. ER-103(1). This letter ratifies in writing our April 5 and 12, 1965 tentative oral advance approvals of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letters as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. The project involves only local materials available in sufficient quantity or asphalt cement and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Please refer to section 5 of PPM 23-1 with respect to the extent of eligibility of channel work on stream crossings.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER 103(1)
4/27/65

18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

RECEIVED

STATE COPY

Form A-105—5M

Item 18

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1
271-1-C

Project Name Rock Point-Sams Creek Date 3-19-65, 19....

Highway Sams Valley #271 Contract No. ..... F. A. Project No. ER-103(1)

County Jackson Prefix 115-4765 Account No. 100 Series

J.A.H.

Description of Work To Be Done:

Place base rock, AC pavement, shoulder material, guard rail as needed and clear, dispose of debris.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965 By ..... Title U.S. Bureau of Public Roads

Location by Station Numbers:

Rock Point - Sams Creek	MP 0.05 to MP 6.1
Gold Hill Spur	MP Y2.65

Estimate of Quantities and Costs:

Total estimated cost	$13,205.00

Explanation: The work extends through 6.0 miles of highway. State Forces are able to perform the work at less cost than by contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $13,205.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office .....

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ D. J. Barbee, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-106 -10M -3-59
Blue Printing 19171

Job No. SFO

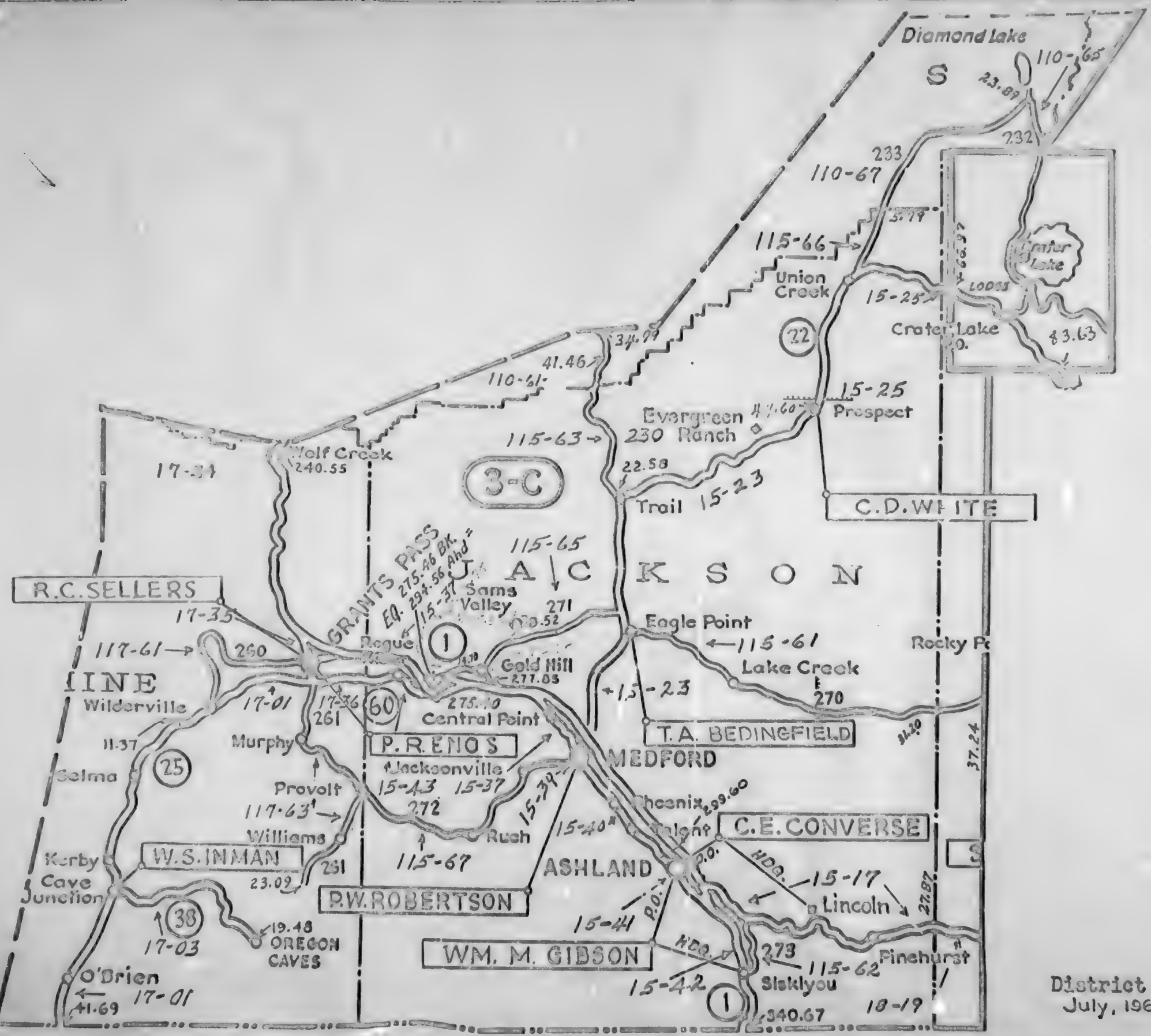
Sheet 1 of ... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Sams Valley Highway #271 - Rock Point to Sams Creek

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 0.05	Pavement, base rock	
	Est: 1. Base rock, 75 cy at 3.00	225.00
	2. Asphaltic concrete, 25 tn at 6.00/tn	150.00
	1½ days - Maintenance crew	300.00
MP 0.09	Debris, pavement, base rock, guard rail	
	Est: 1. Base rock, 300 cy at 3.00	900.00
	2. Asphaltic concrete, 100 tn at 6.00/tn	600.00
	3. Guard rail, 200 lin ft at 3.50	650.00
	4. Clear, dispose of debris on bridge	
	5½ days - Maintenance crew	1100.00
MP 0.35 - 0.75	Shoulder repair	
	Est: 1. Shoulder material, 300 cy at 3.00	900.00
	2 days - Maintenance crew	400.00
MP 5.3 - 6.1	Pavement, base rock, debris	
	Est: 1. Base rock, 400 cy at 3.00	1200.00
	2. Asphaltic concrete, 230 tns at 6.00/tn	1380.00
	3. Oil weighing station	500.00
	6 days - Maintenance crew	1200.00
MP ~2.65 (Gold Hill Spur)	Grouted rock inlay	
	Est: Lump Sum	1500.00
		$11005.00
	Engineering, contingencies, 20%	2200.00
		$13205.00


Diamond Lake
110-65
23.09
232
233
110-67
5.79
115-66
Union Creek
Crater Lake
15-25
Crater Lake
3.63
22
34.99
41.46
110-61
15-25
Prospect
Evergreen
230 Ranch
115-63
Wolf Creek
240.55
17-31
3-C
22.58
Trail
15-23
C.D.WHITE
115-65
GRANTS PASS
Eq. 275.46 Bk.
294.56 Ahd
15-37
Sams Valley
271
R.C.SELLERS
17-35
Rogue
1
Gold Hill
277.85
Eagle Point
115-61
Rocky P
Lake Creek
270
117-61
260
LINE
Wilderville
17-01
17-36
261
60
275.10
Central Point
15-23
T.A. BEDINGFIELD
11.37
Murphy
P.R.ENOS
Jacksonville
15-43
15-37
272
MEDFORD
Selma
25
Provolt
117-63
Williams
Rush
15-39
15-40
Phoenix
299.60
C.E.CONVERSE
Kerby
Cave Junction
W.S.INMAN
261
23.09
115-67
ASHLAND
HDO.
15-17
Lincoln
38
17-03
19.48
OREGON CAVES
P.W.ROBERTSON
15-41
P.O.
WM. M. GIBSON
15-42
273
115-62
Pinehurst
O'Brien
41.69
17-01
Siskiyou
340.67
18-19
District 3-C
July, 1964

Form A-105—SW—10-57

STATE COPY

Item 18

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Eagle Point-No. Fork Little Butte Cr. Date 3/18/65, 19

Highway Lake of the Woods #270 Contract No. F. A. Project No. ER-103(1)

County Jackson Prefix 115-4761 Account No. 100 Series

Description of Work To Be Done:

Repair shoulders; clear, dispose of debris; replace base rock; pave roadway; channel work in Little Butte Creek.

APPROVED
Contingent upon modification of
Date
Title
U.S. Bureau of Public Roads

Location by Station Numbers:

Eagle Point-No. Fork Little Butte Cr. MP 0.3 - 14.0

Estimate of Quantities and Costs:

Total estimated cost $15,516.00

Explanation:

The work extends throughout 13.7 miles of highway. The work is in short sections and State Forces are able to perform the work at less cost than by contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 15516.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Form E-106—10M—3-59
State Printing 19171

Job No. SFO - Item 18

Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Lake of the Woods Hwy #270 - Junc Crater Lake Hwy - No Fork Little Butte Creek

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 0.3 - 3.0	Shoulder repair	
	Est: 1. Shoulder material, 250 cy at 3.00	750.00
	2 days - Maintenance crew	400.00
MP 3.7	Debris	
	Est: 1. Clear, dispose of debris	
	½ day - Maintenance crew	100.00
MP 4.1	Shoulder repair	
	Est: 1. Shoulder materials, 350 cy at 3.00	1050.00
	3 days - Maintenance crew	600.00
MP 4.25	Pavement, partial base rock	
	Est: 1. Base rock, 270 cy at 3.00	810.00
	2. Asphaltic concrete, 180 tn at 6.00/tn	1080.00
	6 days - Maintenance crew	1200.00
MP 4.35	Shoulder repair	
	Est: 1. Shoulder material, 25 cy at 3.00	75.00
	½ day - Maintenance crew	100.00
MP 4.85	Gravel upstream side of bridge	
	Est: 1. Remove gravel	
	½ day - Maintenance crew	100.00
MP 5.75 - 6.75	Shoulder repair; debris removal	
	Est: 1. Shoulder material, 240 cy at 3.00	720.00
	2. Remove debris at MP 5.85	50.00
	2½ days - Maintenance crew	500.00
MP 7.1	Lick Creek Bridge repair	
	Est: 1. Shoulder material, 375 cy at 3.00	1125.00
	2. Asphaltic Concrete, 180 tn at 6.00	1080.00
	4 days - Maintenance crew	800.00

Form E-106—10M—3-59
State Printing 19171

Job No. SFO - Item 18

Sheet 2 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Lake of the Woods Hwy #270 - Junc Crater Lake Hwy - No Fork Little Butte Cr

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.. ....

MP 7.55 - 13.76	Shoulder repair; debris removal	
	Est: 1. Shoulder material, 430 cy at 3.00	1290.00
	2. Remove, dispose of debris	
	4 days - Maintenance crew	800.00
MP 13.97	Little Butte Creek channel	
	1½ days - Maintenance crew	300.00
		$12930.00
	Engineering, contingencies - 20%	2586.00
		$15516.00

Eight Point - N. Fork Little Butte Cr. - Lake of the Woods Hwy #238 - Klamath Falls

Diamond Lake
110-65
23.07
252
233
110-67
115-66
Union Creek
Crater Lake
Crater Lake
15-25
22
34.99
41.46
110-61
Evergreen 230 Ranch
15-25 Prospect
115-63
Wolf Creek
240.55
17-31
3-C
22.58
Trail 15-23
C.D. WHITE
JACKSON
GRANTS PASS
Eq. 275.45 BK. 294.56 Ahd
15-37
Sams Valley
271
115-65
R.C. SELLERS
17-35
117-61
260
Rogue
Gold Hill
277.05
Eagle Point
115-61
Lake Creek
270
15-23
T.A. BEDINGFIELD
MEDFORD
Wilderville
17-01
251
60
278.49
Central Point
P.R. ENOS
Jacksonville
15-43
15-37
272
Murphy
Provolt
117-63
Williams
Rush
115-67
15-39
15-40
C.E. CONVERSE
Lincoln
15-17
Kerby Cave Junction
W.B. INMAN
251
23.09
ASHLAND
T.W. ROBERTSON
15-41
WM. M. GIBSON
273
115-62
Pinehurst
Siskiyou
O'Drion
17-01
41.69
19.48
OREGON CAVES
17-03
10-19
340.67

District 3-C
July, 1964

Form A-108—5M

Item #18

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 2

Project Name Little Butte Creek to Trail Date 3/25, 1965

Highway Crater Lake #22 Contract No. F. A. Project No. ER-103(1)

County Jackson Prefix 15-4723 Account No. 100 Series

Description of Work To Be Done:

Replace washed shoulder, base material; pave damaged roadway sections; remove slides; repair embankments; clear, dispose of debris.

APPROVED
Contingent upon certification of project cost and additional funds are ... [illegible]
Date ... by ...
... The Division Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Little Butte Creek Bridge to Trail MP 9.33 to MP 21.9

Estimate of Quantities and Costs:

Total estimated cost $4,060.00

Equipment	$1,025.00
Labor	1,025.00
Material	1,335.00
Eng. & Cont.	675.00

Explanation:

Work is in small units and extends throughout the over-all project. State Forces can do this work at less cost than contracting.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including $4,060.00 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-106—10M—7-62
State Printing 45050

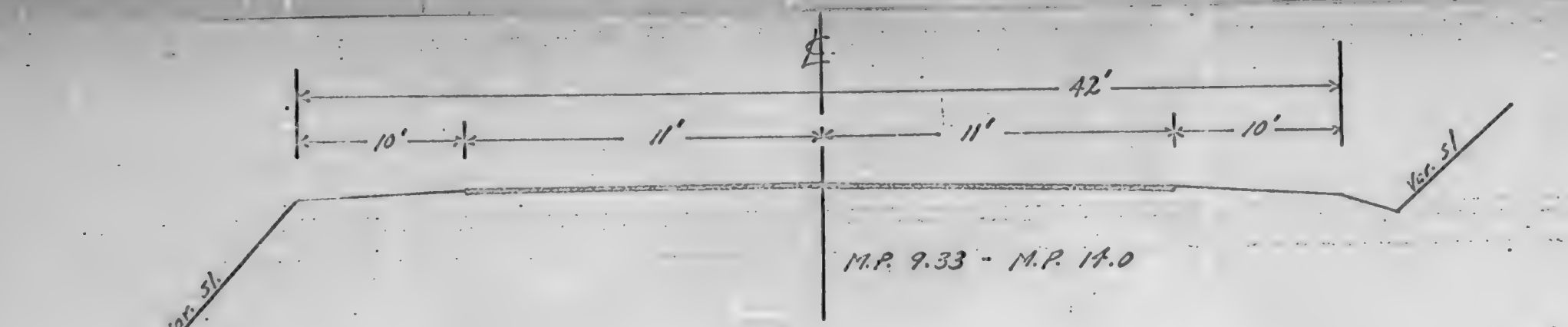
Job No. SPO - Item 18
Sheet 1 of ..... Sheets

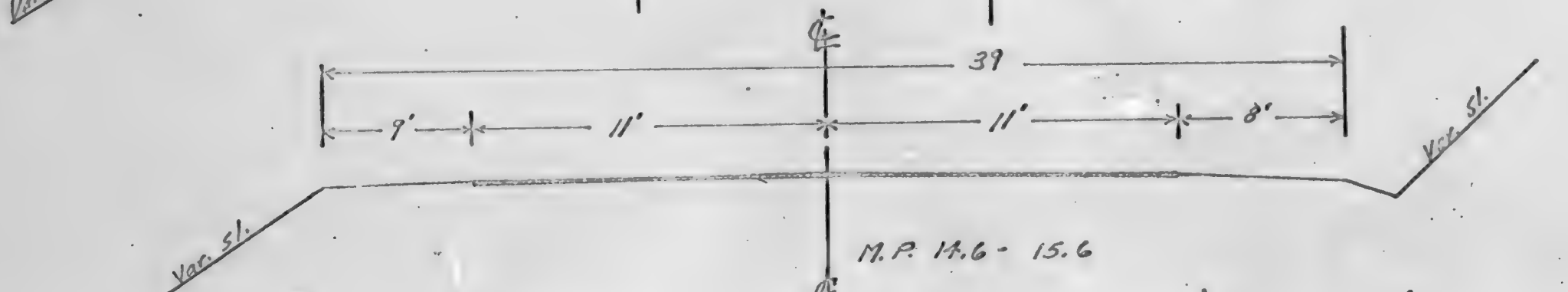
OREGON STATE HIGHWAY DEPARTMENT

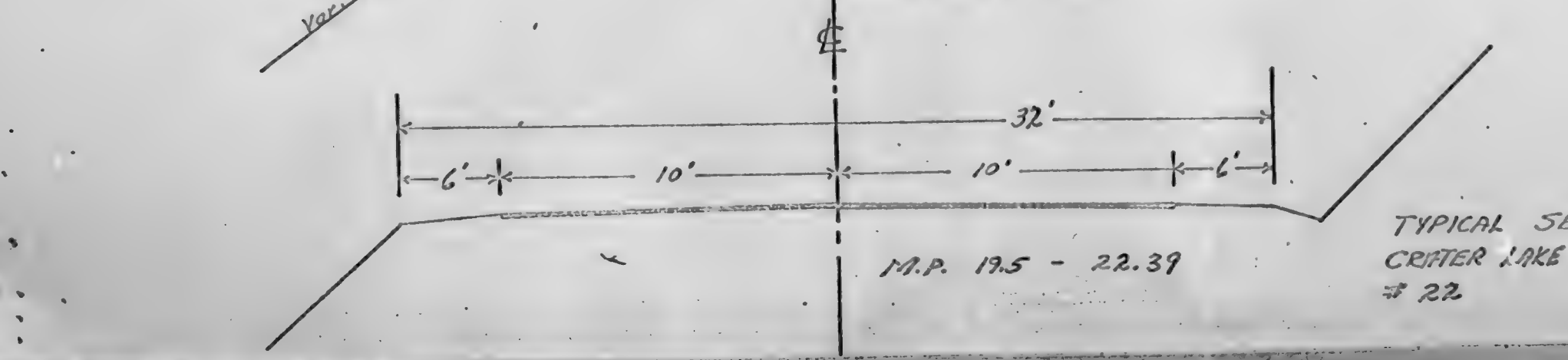
Calculations for Crater Lake Hwy. #22

Made by ....., 19... ...ked by ....., 19..... Backchecked by ....., 19.....

MP 9.33	Replace shoulder rock; pave damaged roadway section	
	Est: Shoulder material, 75 cy at 3.00	225.00
	Asphaltic concrete, 5 tn at 6.00/tn	30.00
	1 day - Maintenance crew	100.00
MP 18.45	Slide removal; replace shoulder rock	
	Est: Shoulder material, 20 cy at 3.00	60.00
	Slide removal; drainage, 100 cy	
	1 day - Maintenance crew	200.00
MP 20.24	Repair damaged pavement, embankment	
	Est: Repair washed out embankment, 100 cy	
	Asphaltic concrete, 110 tns at 6.00/tn	660.00
	3 days - Maintenance crew	600.00
MP 21.49 - 21.84	Replace shoulder rock	
	Est: Shoulder material, 120 cy at 3.00	360.00
	1½ days - Maintenance crew	300.00
MP 21.89 - 22.24	Clear, dispose of debris	
	1¼ days - Maintenance crew	250.00
MP 22.39	Repair bridge footings - Trail Creek Bridge	
	Est: Furnish, place riprap, 100 cy	
	3 days - Maintenance crew	600.00
		$3385.00
	Engring, contingencies - 20%	675.00
		$4000.00







TYPICAL SECTIONS
CRATER LAKE HWY.
22

CRATER LAKE HWY # 22

Diamond Lake
S
110-65
23.99
232
233
110-67
5.99
115-66
Union Creek
Crater Lake
15-25
Loops
Crater Lake
83.63
22
34.99
41.46
110-61
15-25
Prospect
Evergreen 44.60
230 Ranch
115-63
22.58
17-34
Wolf Creek
240.55
3-C
Trail 15-23
MP 22.39
C.D.WHITE
115-65
J A C K S O N
GRANTS PASS
275.46 Bk.
Eq. 294.55 Ahd
15-37
Sams Valley
271
8.52
MP 7.33
Eagle Point
R.C.SELLERS
17-35
Rogue
1
Gold Hill
277.85
115-61
Lake Creek
270
Rocky P
117-61
260
FINE
Wilderville
17-01
17-36
261
60
275.40
Central Point
15-23
T.A. BEDINGFIELD
11.37
Murphy
P.R.ENOS
Jacksonville
MEDFORD
25
Selma
Provolt
15-13
15-37
272
15-39
Phoenix 299.60
Talent
117-63
Williams
Ruch
15-40
C.E.CONVERSE
W.S.INMAN
Kerby
Cave Junction
261
23.09
115-67
ASHLAND
P.O.
HDQ.
15-17
Lincoln
P.W.ROBERTSON
38
17-03
19.48
OREGON CAVES
15-41
P.O.
WM. M. GIBSON
HDQ.
273
115-62
Siskiyou
Pinehurst
O'Brien
17-01
41.69
15-42
1
18-19

District 3-C

RECEIVED
JAN 4 1965
(Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-104(1)
Oak Tree Lane - Slate Creek Section of
Rogue River Loop Highway - State Force Order No. 1
& Swinden Creek-Williams Creek Section of
Williams Highway - State Force Order No. 2

Mr. Young's letters of April 19 and 20, 1965 furnished copies of subject State Force Orders covering the subject sections of Project No. ER-104(1). This letter ratifies in writing our April 5 and 14, 1965 tentative oral advance approvals of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that channel cleanup and repair work will conform to the limitations set forth in section 5 of PPM 23-1 with respect to eligibility.

3. The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Phase 1 participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

Form A-106—8M

Item 20

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Oak Tree Lane to Slate Creek Date 3-16, 19 65

Highway Rogue River Loop Hwy #260 Contract No. F. A. Project No. ER-104(1)

County Josephine Prefix 117-4761 Account No. 100 Series

Description of Work To Be Done:

Clear, dispose of debris; pave washouts; repair shoulders; clean box culvert; bridge repair

[illegible] upon modification of project as noted, additional funds are required.

Date [illegible]

Title [illegible] Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Oak Tree Lane to Slate Creek M.P. 2.38 to 17.74

Estimate of Quantities and Costs:

Total estimated cost $4038.00

Explanation:

State forces are better equipped to perform small projects and can do them at a considerable savings to the department.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 4038.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-106—10M—3-59
State Printing 19171

Job No. SFO - Iter 20

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ..... Rogue River Loop Hwy #260 .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 2.38	Clear, dispose of debris and pavement washout	
	Est: 10 tn Asphaltic Concrete at 6.50/tn	65.00
	½ day - Maintenance crew	100.00
MP 3.05	Clear, dispose of debris	
	Est: ½ day - Maintenance crew	100.00
MP 3.65	Clear, dispose of debris	
	½ day - Maintenance crew	100.00
MP 4.0	Clear, dispose of debris and pavement washout	
	Est: 15 tons Asphaltic Concrete at 6.50/tn	100.00
	1 day - Maintenance crew	200.00
MP 4.08	Clear, dispose of debris; shoulder repair	
	1½ days - Maintenance crew	300.00
MP 4.37	Clear, dispose of debris	
	1½ days - Maintenance crew	300.00
MP 5.6	Clear, dispose of debris; repair shoulders; pave fill approached to bridge	
	Est: 25 tn Asphaltic Concrete at 6.50	150.00
	1-3/4 days - Maintenance crew	350.00
MP 12.26	Remove gravel from box culvert, outlet channel	
	2½ days - Maintenance crew	500.00
MP 13.1	Clear, dispose of debris; repair bridge bracing	
	2½ days - Maintenance crew	500.00
MP 17.5	Clear, dispose of debris under bridge	
	1 day - Maintenance crew	200.00

Form E-106—10M—3-59
State Printing 19171

Job No. SFO - Item 20

Sheet 2 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Rogue River Loop Hwy #260

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 17.74	Clear, dispose of debris under bridge	
	2 days - Maintenance crew	400.00
		$3365.00
	Engineering, contingencies - 20%	673.00
		$4038.00

Oak Tree Lane - Slate Cr. Rogue River Loop Hwy #260 Item 20

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Item 20

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Swinden Creek to Williams Creek Date March 19, 1965, 19

Highway Williams Hwy. #261 Contract No. F. A. Project No. ER-104(1)

County Josephine Prefix 117-4763 Account No. 100 Series

Description of Work To Be Done:

Clean drainage channels; pave bridge approach; shoulder repair.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965
Wm. Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Swinden Creek to Williams Creek MP 7.19 to 13.19

Estimate of Quantities and Costs:

Total estimated Cost $2,160.00

Explanation: State forces are better equipped to do this work because the sections needing repair are in such short disconnected sections.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $ 2,160.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office .....

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

Office

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form 734-6—10M 3-59
State Printing 1957

Job No. 820 - Item 20

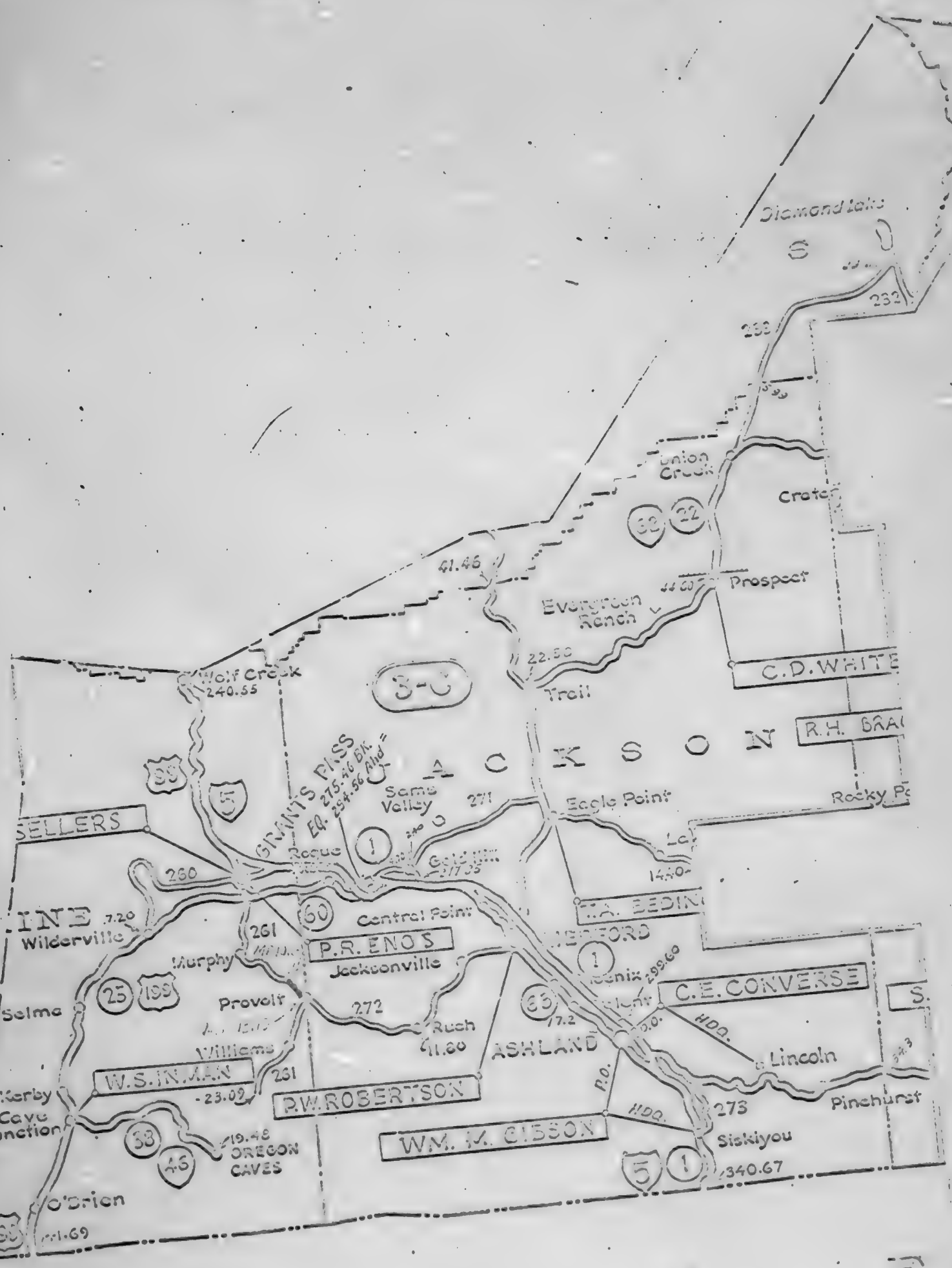
Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Williams Hwy #261

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 7.19	Clean drainage channel and culverts	
	1½ days - Maintenance crew	300.00
MP 10.55	Clean drainage channel of washed gravels	
	3 days - Maintenance crew	600.00
MP 13.09	Shoulder repair	
	Est: 100 cy shoulder rock	300.00
	2 days maintenance crew	400.00
MP 13.19	Pave Williams Creek bridge approach	
	Est: 15 tons Asphaltic Concrete at 6.50	100.00
	½ day - Maintenance crew	100.00
		$1800.00
	Engineering, contingencies - 20%	360.00
		$2160.00


Diamond Lake
232
Union Creek
Crater
Prospect
Evergreen Ranch
41.46
22.50
Trail
C.D. WHITE
R.H. GRAY
Wolf Creek
240.55
GRANTS PASS
Eq. 275.46 Bk.
254.56 Ahd
Sams Valley
Eagle Point
Rocky Point
SELLERS
Rogue
Gold Hill
260
Central Point
P.R. ENOS
Jacksonville
Wilderville
Murphy
Provolt
Williams
Selma
Kerby
Cave Junction
W.S. INMAN
23.02
P.W. ROBERTSON
ASHLAND
W.M. GISSON
C.E. CONVERSE
Lincoln
Pinehurst
Siskiyou
340.67
O'Brien
OREGON CAVES
19.48
272
273
261
199
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5
1
99
JACKSON

Form DOT 421 (11-63) (Prog. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APR 30 1965

ER 103(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 26, 1965

In reply refer to:
ME Martin

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

REFERRED TO
Young
Date: _____ By: _____
For: _____
_____
Date: _____

SUBJECT: Oregon Project ER 103(1)
Provolt-Daisy Creek Section
Medford-Provolt Highway
State Force Order No. 1

Mr. Young's letter of April 19, 1965 furnished copies of subject State Force Order covering the Provolt-Daisy Creek Section of the subject ER project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and equipment rental work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Your attention is directed to PPM 23-1, article 5, paragraph a.(1) relative to the extent of eligibility in connection with channel repair on Daisy Creek.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Young
Wpatlade 4-30-65

does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

RECEIVED
APR 27 1965
OFFICE OF

Form A-106—1M

STATE COPY

Item 18

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Provolt-Daisy Creek Date 3/20/65, 19

Highway Medford-Provolt #272 Contract No. F. A. Project No. ER-103(1)

County Jackson Prefix 115-4767 Account No. 100 Series

Description of Work To Be Done:

Repair shoulder wash, drainage; place riprap furnished by Equipment Rental contract; place base rock, pavement; clear, dispose of debris

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965 By ME Martin Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Provolt-Daisy Creek	MP 0.0 - 21.7

Estimate of Quantities and Costs:

Total estimated cost	$10,440.00

Explanation:

The work extends throughout 21.7 miles of highway. Due to the nature of the work and the short sections involved, State Forces are better able to perform this work at less cost than by contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$10440.00 for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ D. J. Barbee, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-166—1031—3-59
State Printing 19171

Job No. STO - Item 13

Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Medford-Prineville Hwy #272 - Prineville - Daisy Creek

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 0.2	Debris	
	Est: Clear, dispose of debris	
	½ day - Maintenance crew	100.00
MP 2.7	Drainage structure 36" C&LO.	
	5 days - Maintenance crew	1000.00
MP 3.2	Pavement, partial base rock	
	Est: 1. Base rock, 500 cy at 3.00	1500.00
	2. AC pavement, 400 tns at 6.50/tn	2600.00
	11 days - Maintenance crew	2300.00
MP 4.25	Riprapfurnished by Equipment Rental contract	
	Est: Place riprap fill approach to bridge	
	1½ days - Maintenance crew	250.00
MP 16.2	Shoulder wash, ditches	
	Est 1½ days - Maintenance crew	250.00
MP 16.6	Shoulder repair	
	Est: Shoulder material, 30 cy at 3.00	90.00
	½ day - Maintenance crew	110.00
MP 21.7	Creek channel bridge repair	
	Est: 1. Clean channel Sf Daisy Creek	
	2. Finish repair of 5 wooden bridges	
	2½ days - Maintenance crew	500.00
		$8700.00
	Engring, contingencies - 20%	1740.00
		$10440.00

Prineville - Daisy Creek Watershed Project #2112

Item #1

Diamond Lake

110-35

110-37

115-66

Union Creek

15-25 Prospect

Crater Lake

Evergreen #4-69

230 Ranch

115-63

22.50

Trail 15-23

3-C

115-65

C.D. WHITE

K S O N

Eagle Point

115-61

Lake Creek

15-23

270

T.A. BIDWELL

ASHLAND

C.E. COWLES

15-17 Lincoln

W.L. GIBSON

Pinehurst

District 3-C
July, 1964

RECEIVED
APR 29 1965

Form CD-121 (4-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER 114(1)

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: April 26, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER 114(1)
Savage Rapids Dam - Rock Point Section
Rogue River Highway
State Force Order No. 1

Mr. Young's letter of April 19, 1965 furnished copies of subject State Force Order covering the Savage Rapids Dam-Rock Point Section of the subject ER project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under the direct control of your department for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available to perform the prescribed work in an expeditious manner.

2. The project involves only local materials available in sufficient quantity, or guardrail, asphalt, cement and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be required, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

REFERRED TO
Young
Date: _____ By: _____
or: _____
Due Date: _____

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Refer to Young
attached. Jr.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Item 32

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Savage Rapids Dam to Rock Point Date 3/16/65, 19

Highway Rogue River Hwy #60 Contract No. F. A. Project No. ER-114(1

County Jackson Prefix 15-4743 Account No. 100 Series

Description of Work To Be Done:

Clean roadside ditches; repave shoulders where required; remove silt; remove gravel from box culverts; replace cement sacked aggregate riprap; replace guard rail.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965 By W. E. Martin Engineer
Title U.S. Bureau of Public Roads

Location by Station Numbers:

Savage Rapids Dam to Rock Point, MP 5.87 to MP 13.84

Estimate of Quantities and Costs:

Total estimated cost: $6120.00

Explanation:

The work is of a nature that State Forces can do at less cost than contracting

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including

$ 6120.00 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert, Resident Engineer

Approval Recommended: /s/ D. J. Barbee, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form F-106—1031—7-62
State Printing 45050

Job No. SFO

Sheet 1 of 1 Sheets

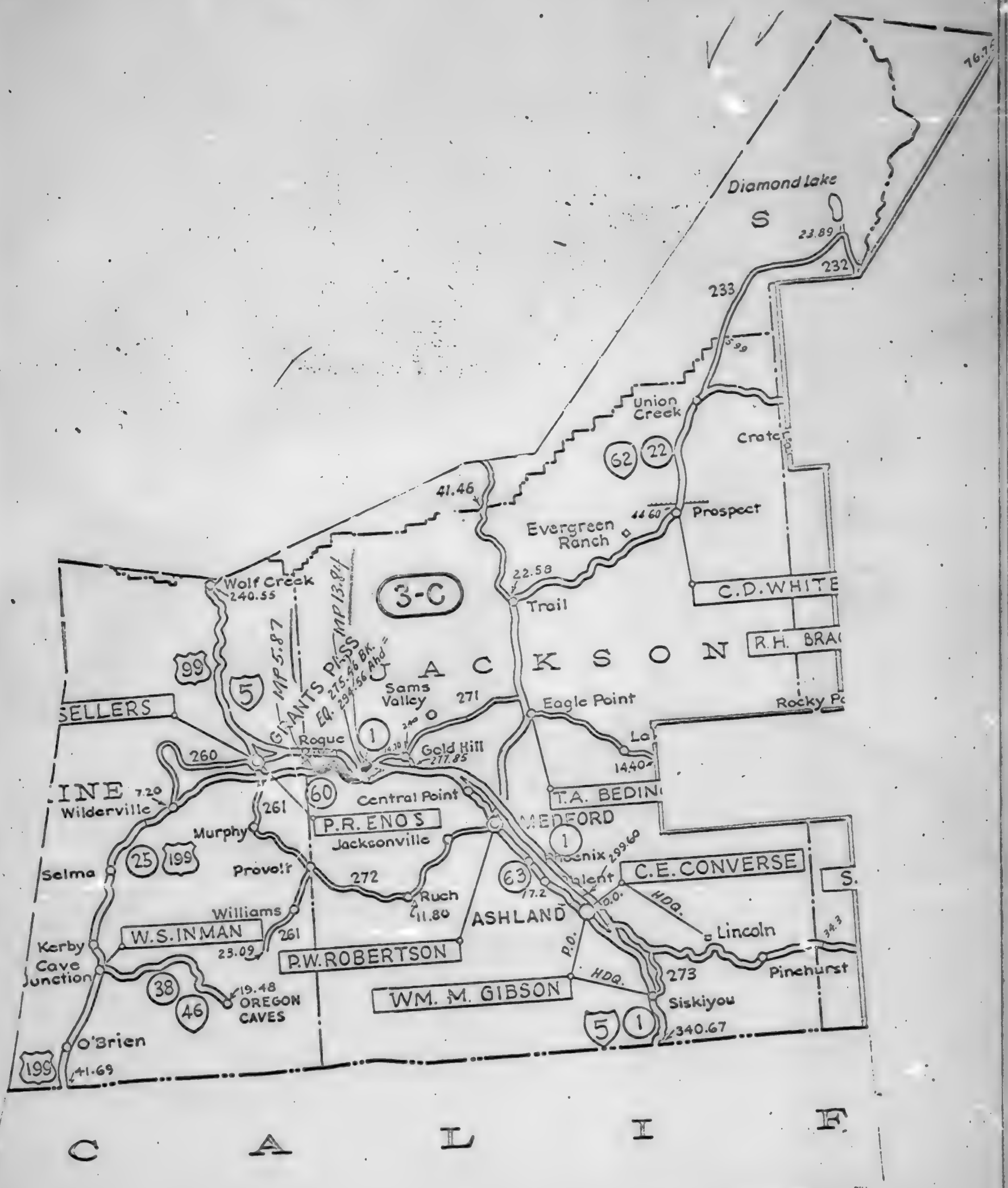
OREGON STATE HIGHWAY DEPARTMENT

Calculations for Rogue River Hwy #60

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 5.87 to 12.0	Clean, shape roadside ditches	
	Est: 3 days - Maintenance crew	600.00
MP 6.05 to 7.65	Replace shoulders as required Asphaltic Concrete, 200 tons at 6.50/tn	1300.00
	Est: 3½ days - Maintenance crew	700.00
MP 5.87	Remove silt from hwy shoulders	
	Est: ½ day - Maintenance crew	100.00
MP 6.05	Remove gravel from box culvert	
	Est: 2½ days - Maintenance crew	500.00
MP 6.55	Remove gravel from box culvert	
	Est: 2½ days - Maintenance crew	500.00
MP 7.09	Remove silt from hwy shoulders	
	Est: ½ day - Maintenance crew	100.00
MP 8.79	Replace guard rail Est guard rail materials	150.00
	Est: 1 day - Maintenance crew	200.00
MP 13.84	Replace washed out cement sacked aggregate riprap	
	Est materials, cement and aggregate	200.00
	Est: 3 days - Bridge crew	750.00
		$5100.00
	Engineering, contingencies - 20%	1020.00
		$6120.00

Savage Rapids Dam - Lost Point · Rogue River Hwy #62 T.km 0.0



RECEIVED
APR 22 1965
FOR FILING
ER-103(1)

April 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 100 series, covering the cost of permanent restoration work on the Little Butte Creek-Trail Section of the Crater Lake Highway in Jackson County, in connection with Federal-Aid Project No. ER-103(1).

The work is necessary because of the damage incurred as a result of the December 1964 flood.

The work is of a minor and miscellaneous nature and consists of debris clearance, bridge footings, riprap, slide removal and roadway and shoulder repair. The amount of work is not conducive to contract work. State Forces are available and equipped to do the work economically and in the time prescribed. The use of outside equipment, materials or personnel is not anticipated.

The estimated cost of the work is $4,060.00 with Federal participation of $2,436.00.

The work was tentatively verbally recommended for approval by the BPR Assistant Area Engineer as an emergency measure April 12, 1965. Your approval under the provisions of PPM 21-6.3 as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Enc.
VCris

cc: F. D. Morgan
R. M. Chase

RECEIVED
APR 22 1965

FOR FILING

April 21, 1965

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2 covering the cost of permanent restoration work on the Nelson Creek-Oregon Caves Section of the Oregon Caves Highway in Josephine County in connection with Federal-aid Project No. ERFO-104(2), Item 22.

This work is necessary because of the damage incurred as a result of the December, 1964 flood.

The work involves bridge repairs and intermittent roadway repair on isolated highway sections. The work is not conducive to contracting and can be done more economically and expeditiously by State Forces. The bridge repair work involves two bridges at an estimated cost of $30,000.00. State Forces are available now to do the work and no outside use of equipment, materials or personnel is anticipated.

The estimated cost of the work is $48,126.00 with Federal participation of 100%.

The work was tentatively recommended for approval by the BPR Assistant Area Engineer as an emergency measure April 16, 1965. Your approval under the provisions of PPM 21-6.3 as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:mb
Enc.
cc: F. D. Morgan
R. N. Chase

RECEIVED
APR 23 1965
FOR FILING

Form CD-121 (11-63) (Pres. b A.O. 20

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER 10

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1965

In reply refer to: 108-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-113(1)
Ashland-Jenny Creek Section
Green Springs Highway
State Force Order No. 1

Mr. Young's letter of April 16, 1965 furnished copies of subject State Force Order covering the Ashland-Jenny Creek Section of the subject ER project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

It is noted that the title "Jct. Hwy. 63-Jenny Cr. Sec." used on this order is synonymous with the programmed title "Ashland-Jenny Creek Section."

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and equipment rental work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

In connection with channel repair work at Neil Creek, please be referred to PPM 21-3, Article 5, paragraph a.(1) in regard to the extent of eligibility of correction work on stream channels.

Orig. to Young
W Fattah mail
4-23-65

Young 7

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

Form A-108—SM

STATE COPY

Item 31

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Junction Hwy #63 to Jenny Creek Date 3/19/65, 19

Highway Greensprings Hwy #21 Contract No. F. A. Project No. BR-113(1)

County Jackson Prefix 15-4717 Account No. 100 Series

Description of Work To Be Done:

Place riprap furnished by Equipment Rental Contract; repair shoulders; roadside ditches; repair bridge footings.

APPROVED
Contingent upon ... Section of project ... sheet ...
Date ... By WE Martin
Title ...
U.S. Bureau of Public Roads

Location by Station Numbers:

Junc Hwy #63 to Jenny Creek MP 0.00 to MP 23.4

Estimate of Quantities and Costs:

Total estimated cost $5010.00

Explanation:

The work is in short sections requiring considerable mobility. State forces are equipped for this type of work and can do it at considerably less cost than contracting.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $5010.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert — Resident Engineer

Approval Recommended: /s/ D. J. Barbee — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-106—10M--3-50
State Printing 10171

Job No. ... 590.....
Sheet ... 1 ... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ..... Greensprings Hwy #21, June Hwy #63 to Jenny Creek .....

Made by ...., 19..... Checked by ...., 19..... Backchecked by ...., 19.....

MP 0.0 to 0.45	Repair shoulders, roadbed ditches Est shoulder material, 100 cy at 3.00.	300.00
	Est: 1 day - Maintenance crew	200.00
MP 0.45 to 1.33	Repair shoulders, roadbed ditches Est shoulder material, 100 cy at 3.00	300.00
	Est: 1 day - Maintenance crew	200.00
MP 2.3 to 2.5	Repair shoulders, drainage culvert, ditches Est shoulder material, 200 cy at 3.00	600.00
	Est: 4 days - Maintenance crew	800.00
MP 4.2	Repair channel, Neil Creek Bridge	
	Est: 1½ days - Maintenance crew	300.00
MP 6.6	Repair fill outlet end box culvert	
	Est: 1 day - Maintenance crew	200.00
MP 8.95	Place riprap furnished by Equipment Rental Contract, repair shoulders	
	Est place riprap under Emigrant Bridge, 100 cy Shoulder material, 125 cy at 3.00	375.00
	Est: 2 days - Maintenance crew	400.00
MP 23.4	Repair Jenny Creek Bridge footing	
	Est: 2 days - Bridge crew	500.00
		$4175.00
	Engineering, contingencies, 20%	835.00
		$5010.00

GREENSPRINGS HIGHWAY:
M.P. 2.9, embankment wash, 960 cu. yd. riprap furnished, to be placed by contractor.
M.P. 4.26, Neil Creek Bridge, 150 cu. yd, riprap, furnished and placed by contractor.
M.P. 8.8, Emigrant Creek Bridge, 100 cu. yd. riprap furnished, to be placed by state forces.

INTERSTATE 5:
M.P. 269.5, Evans Creek Bridge, 100 cu. yd. select rock backfill furnished and placed by contractor.
M.P. 276.95, washed out shoulder, 600 cu. yd. riprap furnished and placed by contractor.
M.P. 277.69, box culvert structure, 30 cu. yd. riprap furnished and placed by contractor
M.P. 290.2, Medford Viaduct, 2500 cu. yd. riprap furnished and placed by contractor.
M.P. 290.9, box culvert structure, 40 cu. yd. riprap furnished and placed by contractor.
M.P. 293.2, embankment wash, 1200 cu. yd. riprap furnished and placed by contractor

OREGON CAVES HIGHWAY:
M.P. 2.19, Chapman Creek Bridge, 300 cu. yd. riprap furnished, to be placed by state forces.
M.P. 3.66, Tyeer Creek box culvert, 20 cu. yd. riprap furnished, to be placed by state forces.
M.P. 6.53, multiplate pipe, 125 cu. yd. riprap furnished and placed by contractor.
M.P. 10.7, shoulder erosion, 1800 cu. yd. riprap furnished and placed by contractor.

ROGUE VALLEY HIGHWAY:
M.P. 15.3, shoulder erosion, 900 cu. yd. riprap furnished and placed by contractor.

WILLIAMS HIGHWAY:
M.P. 15.23, shoulder erosion, 1000 cu. yd. riprap furnished and placed by contractor.
M.P. 18.03, Williams Creek Bridge, 500 cu. yd. riprap furnished, to be placed by state forces.

MEDFORD - PROVOLT HIGHWAY:
M.P. 18.7, Jackson Creek Bridge, 100 cu. yd. riprap furnished, to be placed by state forces.
M.P. 19.3, embankment erosion, 400 cu. yd. riprap furnished and placed by contractor.

Diamond Lake
S
23.89
232
233
76.7
599
Union Creek
Crater
62
22
41.46
44.60
Prospect
Evergreen Ranch
22.58
Trail
C.D.WHITE
R.H. BRA
3-C
Wolf Creek
240.55
99
5
GRANTS PASS
Eq. 275.46 Bk.
Eq. 234.56 Ahd
Sams Valley
271
JACKSON
Eagle Point
Rocky P
SELLERS
Rogue
1
14.10
Gold Hill
277.85
260
14.40
T.A. BEDIN
INE
7.20
Wilderville
261
60
Central Point
P.R. ENOS
Jacksonville
MEDFORD
Murphy
Phoenix 29.60
25
199
Selma
Provolt
272
63
17.2
C.E. CONVERSE
S.
Ruch
11.80
ASHLAND
P.O.
HDQ.
MP 0.0
MP 8.95
Lincoln
Williams
W.S. INMAN
261
23.09
Kerby Cave Junction
P.W. ROBERTSON
WM. M. GIBSON
273
Siskiyou
Pinehurst
MP 23.4
38
46
19.48
OREGON CAVES
5
1
340.67
O'Brien
199
341.69
CALIF.

RECEIVED
APR 23 1965

Form Approved
(11-63)
(Res. by
A.O. 206-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-108(1)
Applegate River Bridge-O'Brien Section
Redwood Highway
State Force Order No. 1

Mr. Young's letter of April 19, 1965 furnished copies of subject State Force Order covering the Applegate River Bridge-O'Brien Section of the subject ER project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicatdd.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and equipment rental work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt, cement and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are

orig. to Young
w/ attachments
4-23-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attachment

Form A-106—5M

STATE COPY

Item 26

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1
25-1-C

Project Name Applegate River Bridge to O'Brien Date 3/16/65, 19.....

Highway Redwood, Division III - Dist 3C #25 Contract No. ..... F. A. Project No. ER-108(1)

County Josephine Prefix 17-4701 Account No. 100 Series D

Description of Work To Be Done: Place riprap furnished by Equipment Rental Contract; clear, dispose of debris; repair bridge footing as required; rebuild road approaches; repair sacked cement aggregate at bridge ends; repair roadbed, shoulders; pave. J.A.H.

Approved
Date APR 5 1965
By ME Martin
Title
U.S. Bureau of Public Roads

Location by Station Numbers:

Applegate River Bridge to O'Brien	MP 7.1 to 7.5 MP 7.5 to 34.65

Estimate of Quantities and Costs:

Total estimated cost	$14,220.00

Explanation: The work extends throughout 27 miles of highway. State forces are better situated and can perform the work at considerably less cost than contracting. The riprap furnished by contract will be placed under the various bridges to stop footing erosion and stop erosion of fill abutments. The sacked cement aggregate riprap needs repair on the West Fork Illinois River and Elk Creek. (OVER)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$14,220.00 for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy or Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Repairs to be made by either replacing cement sacked aggregate or by grouting. The shoulder repair consists of placing coarse aggregate and 3/4-0 as needed. The bridge crew to handle cement work required to repair bridge footings.

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APR 20 1965
OREGON DIVISION

Form 2-106—10M—10-60
State Printing 30077

Job No. SFO

Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Redwood Highway #25 - Applegate River to O'Brien

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 7.1 - 7.5

Riprap furnished by Equipment Rental Contract, Debris and Bridge Approaches

Est: 1. Place under structure 150 cy riprap
2. Clear, dispose of debris
3. Fill bridge approaches, Slate Creek

2 days - Maintenance Crew 400.00

MP 12.86

Riprap furnished by Equipment Rental Contract

Est: 1. Place under Waters Creek structure 50 cy riprap

6 hours - Maintenance Crew 150.00

MP 14.7, 14.28

Riprap furnished by Equipment Rental Contract and bridge footings

Est: 1. Place under Slate Creek structures 140 cy riprap
2. Repair footing foundation

5¼ days - Bridge Crew 1300.00

MP 18.15, 19.28

Riprap furnished by Equipment Rental Contract and debris

Est: 1. Place under Anderson Creek structures 150 cy riprap
2. Clear, dispose of debris

2½ days - Maintenance Crew 500.00

MP 19.55 - 19.70

Shoulddr Repair

Est: 1. Shoulder material - 300 cy at 3.10 900.00

2½ days - Maintenance Crew 500.00

MP 20.89

Riprap furnished by Equipment Rental Contract, road approaches and debris

Est: 1. Place riprap under old Deer Creek structure - 150 cy riprap
2. Rebuild road appraoch
3. Clear, dispose of debris

4 days - Maintenance Crew 800.00

Form 5-106—10M—10-60
State Printing 30077

Job No. SFO

Sheet 2 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 24.57	Debris	
	Est: 1. Remove, dispose of debris	
	4 hours - Maintence Crew	100.00
MP 25 - 26	Shoulder Repair	
	Est: 1. Shoulder material - 135 cy at 3.10	400.00
	1 day - Maintenance Crew	200.00
MP 26.8	Repair Bridge Approach and debris	
	Est: 1. Repair Holten Creek bridge approach	
	2. Remove, dispose of debris	
	2½ days - Bridge Crew	600.00
MP 27 - 33	Shoulder Repair	
	Est: 1. Shoulder material - 350 cy at 3.10	1100.00
	2 days - Maintenance Crew	400.00
MP 32.1	Repair Cement sacked aggregate	
	Est: 1. 80 cy concrete (4-sack mix)	1600.00
	2 days - Maintenance Crew	400.00
MP 34.28	Base, pave Rough & Ready Cr fill approach	
	Est: 1. Crushed base material, 200 cy	600.00
	2. Asphaltic Concrete, 80 tn	500.00
	2½ days - Maintenance Crew	500.00
MP 34.65	Shoulder Repair	
	Est: 1. Shoulder material - 200 cy	600.00
	1½ days - Maintenance Crew	300.00
		$11850.00
	Engineering, Contingencies - 20%	2370.00
		$14220.00

Applegate River Bridge O'Brien Redwood Hwy # 2.5 Item 26

ER-108(1)

Diamond Lake

S

76.7

23.69

232

233

Union Creek

Crater

62

22

41.46

Prospect

Evergreen Ranch

22.58

Trail

C.D.WHITE

R.H. BRA

3-C

Wolf Creek

240.55

99

5

J A C K S O N

Sams Valley

271

Eagle Point

Rocky P

SELLERS

GRANTS PASS

Eq. 275.46 Bk. Ahd

294.56 Ahd

Rogue

1

14.70

Gold Hill

277.85

260

La

14.40

T.A. BEDIN

INE 7.20

Wilderville

MP 72

261

60

Central Point

P.R. ENOS

Jacksonville

MEDFORD

Murphy

Phoenix 299.60

Selma

25

199

Provolt

272

Ruch

11.80

63

17.2

Talent

C.E. CONVERSE

S.

P.O.

HDQ.

Williams

W.S. INMAN

261

23.09

ASHLAND

Lincoln

Kerby Cave Junction

P.W. ROBERTSON

P.O.

HDQ.

273

Pinehurst

38

19.48

OREGON CAVES

46

WM. M. GIBSON

Siskiyou

MP 34.65

5

1

340.67

O'Brien

199

41.69

C A L I F.

RECEIVED
APR 26 1965
FOR ACTION

Form CO-121
(11-63)
(Prep. by
20-10 INC.)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

REFERRED TO
Young
Date: _____ By: _____
For: _____
_____
Due Date: _____

SUBJECT: Oregon Project ER 112(1)
Rogue River-Ashland Section
Pacific Highway
State Force Order No. 2

Mr. Young's letter of April 16, 1965 furnished copies of subject State Force Order covering the Rogue River-Ashland Section of the subject ER project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-112(1)
SFO 2-4/21/65

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attachment

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-[illegible]

Item 30

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name City of Rogue River-Ashland Date ..... 19....

Highway Pacific Interstate 5 Contract No. ..... F. A. Project No. [illegible]

County Jackson Prefix 15-4734 Account No. 100 Series

J.A.

Description of Work To Be Done:

Repair fence, guard rail, shoulders, washed-out pavement; clean culverts; clear, dispose of debris around bridge piers.

Location by Station Numbers:

[illegible] - Ri[illegible] [illegible] - [illegible]

Estimate of Quantities and Costs:

Total estimated cost $19,530.00

Explanation: State forces are better equipped to do this work because the sections needing repair are in such short disconnected sections.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$
Present estimate of project cost, including $19,530.00 for work under this order	$
Expected under-run over-run (amount)	$
Expected under-run over-run (per cent)	

Space to right of this line for Salem Office

Submitted by: /s/ R. L. Lemart, Resident Engineer

Approval Recommended: /s/ D. J. Barbee, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-F06—10M—7-62
Sigle Printing 45050

Job No. SFO - Item 30

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Interstate 5 - Rogue River-Ashland

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 269.2 - 269.3	Fence	
	Est: 1. Replace 37 rd Type II fence at 4.50/rd	166.50
	½ day - Maintenance crew	83.50
MP 269.3 - 269.4	Guard rail repair	
	Est: Reinstall 400' guard rail	
	4 days - Maintenance crew	800.00
MP MP 269.7 - 271.5	Guard rail, shoulder, fence repair	
	Est: 1. Shoulder material, 400 cy at 3.00	1200.00
	2. Repair Type II fence	
	3. Clear, dispose of debris	
	4. Reinstall guard rail	
	5 days - Maintenance crew	950.00
MP 276.7 - 277.2	Shoulder, fence repair	
	Est: 1. Shoulder material, 300 cy at 3.00	900.00
	2. Repair Type III fence	
	5 days - Maintenance crew	1000.00
MP 289.1	Fence repair	
	Est: Repair Type II fence	
	2 days - Maintenance crew	400.00
MP 291.6 - 293.2	Fence repair; debris	
	Est: 1. Clear, dispose of debris around bridge piers	
	2. Repair Type II fence	
	½ day - Maintenance crew	100.00
MP 293.6 - 296.8	Shoulder repairp drainage	
	Est: 1. Shoulder material, 450 cy at 3.00	1350.00
	2. Clean outlet channel fo 4x6 box culverts, MP 294.3	
	3. Clear, dispose of debris; replace topsoil	
	7 days - Maintenance crew	1350.00

Form E-106—10M—7-62
State Printing 45050

Job No. SFO - Item 30

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Interstate 5 - Rogue River-Ashland

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 297.1	Fence	
	Est: Repair Type II fence	
	1 hr - Maintenance crew	25.00
MP 297.3	Drainage, clean culvert	
	½ day - Maintenance crew	100.00
MP 297.6 - 297.8	Shoulder, fence repair	
	Est: 1. Shoulder material, 300 cy at 3.00	900.00
	2. Repair Type II fence	
	3 days - Maintenacne crew	600.00
MP 298.2	Drainage; debris	
	Est: Clean plugged culvert	
	½ day - Maintenance crew	100.00
MP 298.9	Debris	
	Est: Clear, dispose of debris	
	6 hrs - Maintenance crew	150.00
MP 299.6	Shouldér repair	
	Est: Shoulder material, 20 cy at 3.00	60.00
	½ day - Maintenance crew	40.00
MP 301.8 - 302.2	Fence repair	
	Est: Repair Type II fence	
	½ day - Maintenance crew	100.00
MP 302.3	Shoulder repair	
	Est: Shoulder material, 40 cy at 3.00	120.00
	6 hrs - Maintenance crew	80.00

Form E-106—10M—7-62
Staff Printing 45050

Job No. SFO - Item 30

Sheet 3 of 3 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Interstate 5 - Rogue River-Ashland (Lampman Frontage Rd)

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

LAMPMAN FRONTAGE ROAD ———

MP 275.3 Oil mat; sacked cement aggregate; culvert

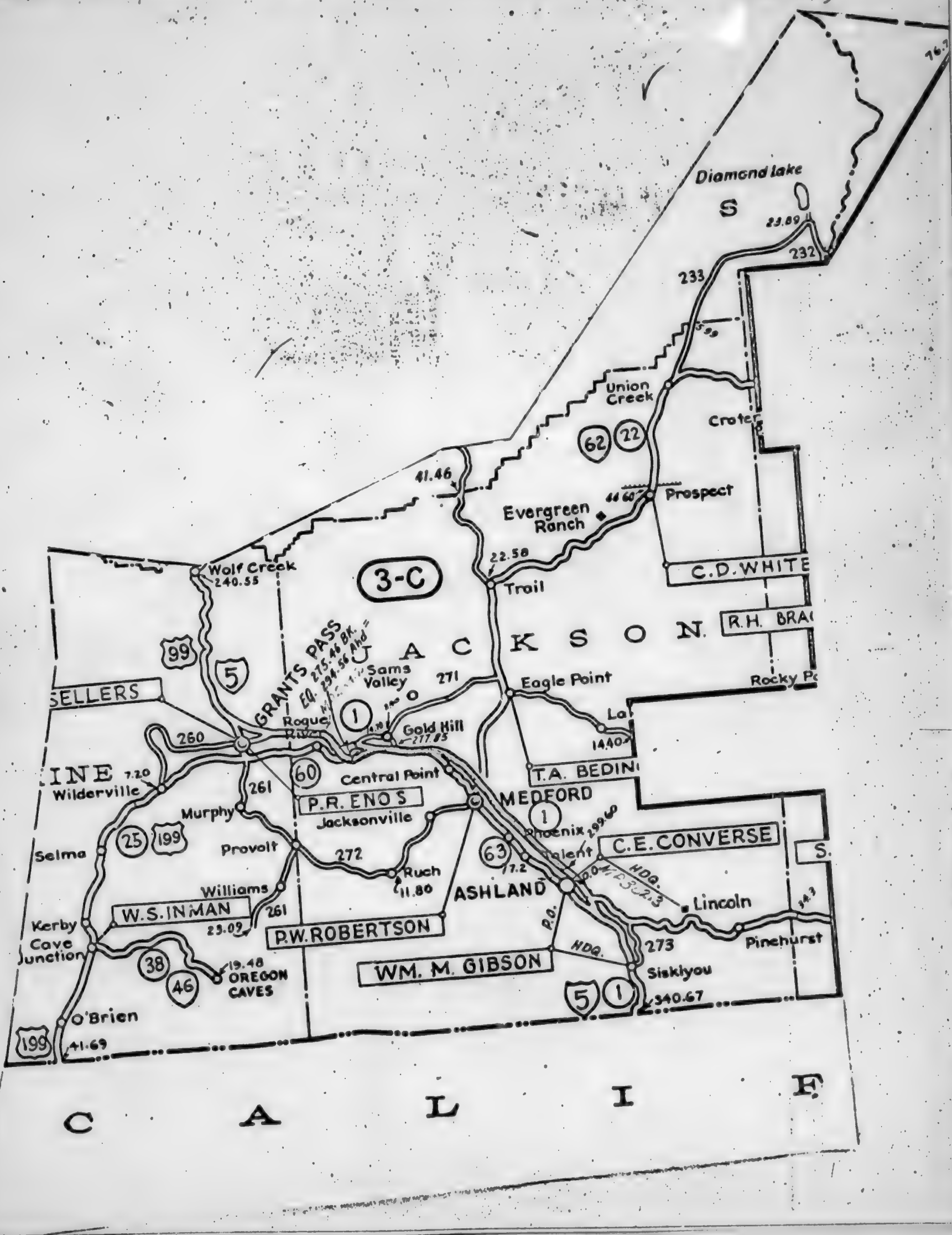
Est: 1.	Asphalt, 16 tns at 75.00	1200.00
2.	Oil aggregate, 40 cy at 5.00	200.00
	1 day - Oiling crew	600.00
3.	Materials: sacked cement aggregate, 25 cy at 8.00	200.00
4.	Install 18" culvert pipe at 2.00/ln ft	400.00
	14 days - Maintenance crew	2800.00

MP 275.6 Road approach repair

Est:	Repair washed out rd appraoch	
	1½ days - Maintenance crew	300.00
		$16275.00
	Engring, contingencies - 20%	3255.00
		$19530.00

City of Rogue River to Ashland Interstate #5 Item #30

ER-112(1)



RECEIVED
APR 26 1965
FOR FILING

Form CP-121 (1-23-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

REFERRED TO
Young
Date: ____ By: ____
For: ____
Due Date: ____

SUBJECT: Oregon Project ERFO 108(2)
O'Brien-Dwight Creek Section
Redwood Highway
State Force Order No. 2

Mr. Young's letter of April 19, 1965 furnished copies of subject State Force Order covering the O'Brien-Dwight Creek Section of the subject ERFO project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and equipment rental work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt, cement and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attach.

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY

Form A-108—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

Item 34

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name O'Brien to Dwight Creek Date 3/16/65, 19

Highway Redwood-Forest Hwy. #11 Contract No. F. A. Project No. ERFO-108(2)-02

County Josephine Prefix 17-4701 Account No. 100 Series DF

Description of Work To Be Done:

Place riprap furnished by equipment rental contract; clear, dispose of debris; repair bridge footings as required; repair shoulders.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965 By: ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

O'Brien to Dwight Creek MP 36.35 - 40.84

Estimate of Quantities and Costs:

Total estimated cost - - - - - - - - $7,200.00

Explanation: The work extends throughout 4.5 mi. of hwy. State forces are better situated and can perform the work at considerably less cost than contracting. The riprap furnished by contract will be placed under the various bridges to stop footing erosion and stop erosion of fill abutments. The sacked cement aggregate riprap needs repair on Elk Creek. Repairs to be made by either replacing cement sacked aggregate or by grouting. The shoulder repair consists of placing (OVER)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including $7,200.00 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

coarse aggregate and 3/4" - 0 as needed. The bridge crew to handle cement work required to repair bridge footings.

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OCT 10 1945
DIVISION

Form E-106—10M—10-60
State Printing 30077

Job No. SFO

Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Redwood Highway - Forest Highway #12 - O'Brien to Elk Creek structure

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 36.35	Shoulder Repair	
	Est: 1. Shoulder material, 100 cy at 3.10	300.00
	1 day - Maintenance Crew	200.00
MP 36.6	Shoulder Repair	
	Est: 1. Shoulder material, 300 cy at 3.10	900.00
	2 days - Maintenance Crew	400.00
MP 36.67	Debris under bridge	
	Est: 1. Clear, dispose of debris, West Fork bridge	
	½ day - Maintenance Crew	100.00
MP 36.9	Shoulder Repair	
	Est: 1. Shoulder material, 80 cy at 3.10	250.00
	3/4 day - Maintenance Crew	150.00
MP 40.25	Riprap furnished by Equipment Rental Contract, cement sacked aggregate, debris	
	Est: 1. Place riprap fill approach to bridge 2. Place cement sacked aggregate bridge abutment 3. Clear, dispose of debris	
	6 days - Maintenance Crew	1200.00
MP 40.84	Riprap furnished by Equipment Rental Contract, bridge footings	
	Est: 1. Place riprap under Dwight Creek structure - 100 cy 2. Repair bridge footings - 28 cy conc	500.00
	6 days - Bridge Crew	1800.00
	1 day - Maintenance Crew	200.00
		$6000.00
	Engineering, contingencies - 20%	1200.00
		$7200.00

FORM S-20 REV 7-61 SP*6550-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 7, 1965

SUBJECT: Rip Rap Information
9 Different Highways
Josephine & Jackson Counties

To: D. E. Swan
Staff Assistant
Salem, Oregon

Submitted herewith is the additional information requested:

REDWOOD HIGHWAY:

M.P. 7.01, Applegate River Bridge, 200 cu. yd. riprap furnished to be placed by state forces.

M.P. 12.86, Waters Creek Bridge, 60 cu yd riprap furnished, to be placed by state forces.

M.P. 13.45, shoulder erosion, 500 cu. yd. riprap in place by contractor.

M.P. 13.94, shoulder erosion, 300 cu. yd. riprap in place by contractor.

M.P. 14.17, Slate Creek, 170 cu. yd. riprap furnished, to be placed by state forces.

M.P. 14.28, Slate Creek Number 2, 170 cu.yd. riprap furnished, to be placed by state forces.

M.P. 18.15, Anderson Creek, 70 cu. yd. riprap furnished, to be placed by state forces.

M.P. 19.28, Anderson Creek No. 2, 70 cu. yd. riprap furnished, to be placed by state forces.

M.P. 20.89, Deer Creek Bridge (old), 180 cu. yd. riprap furnished, to be placed by state forces.

M.P. 26.8, Holton Creek Bridge, 60 cu. yd. riprap furnished, to be placed by state forces.

M.P. 40.25, Elk Creek Bridge, 200 cu. yd. riprap furnished, to be placed by state forces.

M.P. 40.87, Dwight Creek Bridge, 50 cu. yd. riprap furnished, to be placed by state forces.

ROGUE RIVER HIGHWAY:

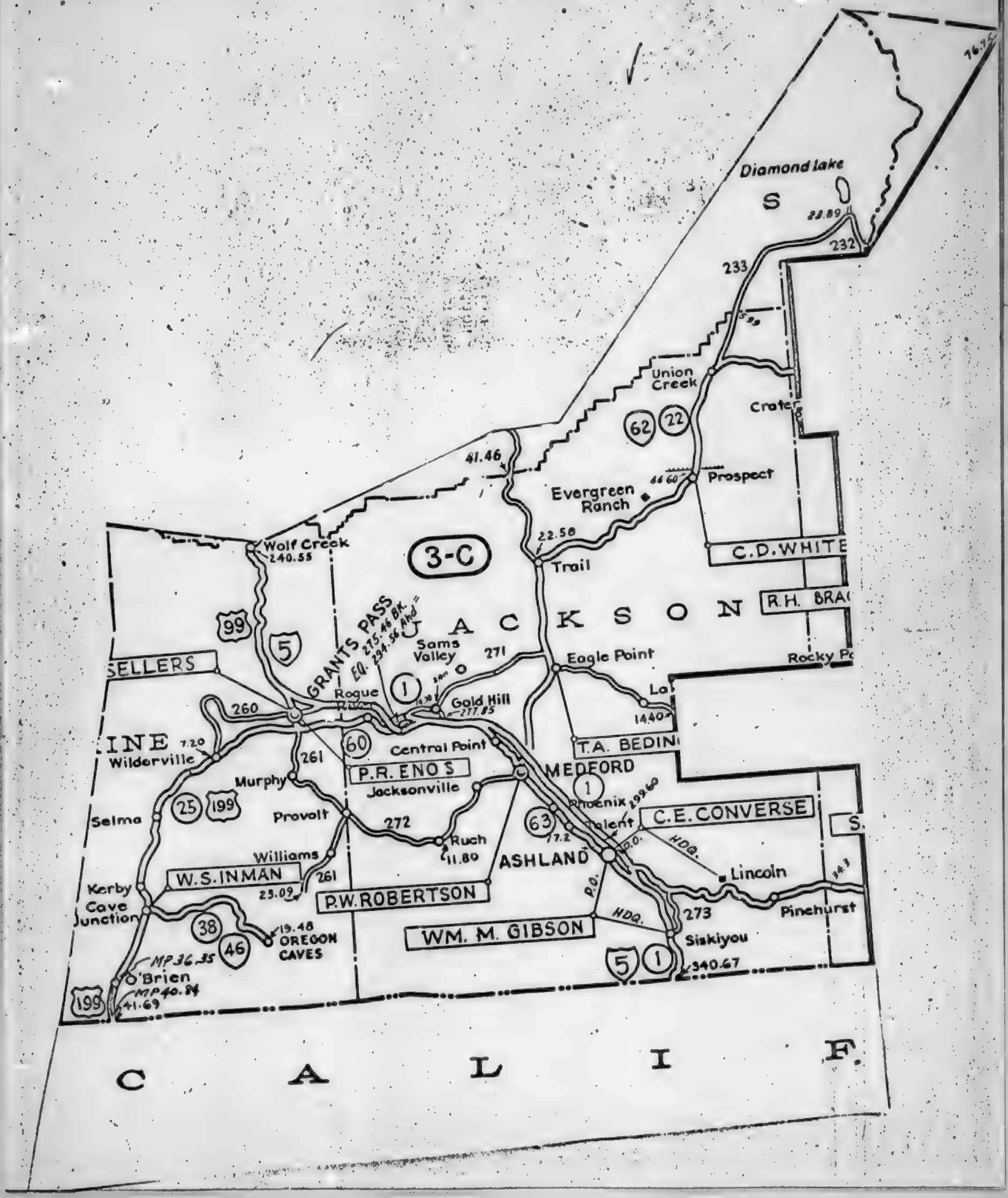
M.P. 3.87, Green Creek Structure, 30 cu. yd. riprap furnished, to be placed by state forces

M.P. 11.36, riprap toe of slope, 100 cu. yd. riprap furnished, to be placed by state forces.

M.P. 12.21, Miller Creek Structure, 100 cu. yd. riprap furnished, to be placed by state forces.

O'Brien - Dwight Cr. — Redwood Hwy - Forest Hwy #11 — Item 34

ERFO-108(2)



RECEIVED
APR 23 1965

Form DOT-1 (1-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 20, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO 104(2)
Williams Cr. Bridge-Munger Cr. Section
Williams Highway
State Force Order No. 1

Mr. Young's letter of April 15, 1965 furnished copies of subject State Force Order covering the Williams Creek Bridge-Munger Creek Section of the subject ERFO project. This letter ratifies in writing our April 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the locations indicated.

2. It is understood that riprap for this order will be obtained through a unit price materials supply contract which will include materials supply and equipment rental work on this and other projects (Dist. 3-C Flood Repair Contract). Placement of this material to be performed by State Forces.

3. With the exception of the aforementioned riprap, the project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are

Orig. & 1 attachment
4-23-65

Young 4

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

Attachment

RECEIVED
APR 21 1965
OFFICE OF

Item 22

Form A-106—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Williams Creek Bridge to Munger Creek Date 3-19-65 19

Highway Williams Hwy #261 - Forest Hwy #44 Contract No. ERFO-104(2) F. A. Project No. -01

County Josephine Prefix 117-4763 Account No. 100 Series DF

Description of Work To Be Done:

Jack bridge piers to grade; place riprap furnished by Equipment Rental contract; base, pave bridge approach, riprap.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 5 1965 By M.E. Martin Dist. Engineer
Title U.S. Bureau of Public Roads

Location by Station Numbers:

Williams Creek to Munger Creek	MP 18.03 to 21.98

Estimate of Quantities and Costs:

Total estimated cost	9800.00

Explanation: State forces are better equipped to perform small projects and can do them at considerable savings to the department.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 9800.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Lammert — Resident Engineer

Approval Recommended: /s/ D. J. Barbee — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-106—10M—7-62
State Printing 45050

Job No. SFO - Item 22

Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Williams Hwy #261 - Forest Hwy #44

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

MP 18.03	Jack pier into place, place riprap furnished by Equipment Rental contract, base rock, pave bridge approach	
	Est: 1. 15 tn Asphaltic Concrete at 6.50	100.00
	2. 20 cy crushed material at 3.00	60.00
	4 days - Maintenance crew	800.00
	10 days - Bridge crew	3500.00
	Materials	1500.00
MP 18.18	Place riprap furnished by Equipment Rental Contract	
	½ day - Maintenance crew	100.00
MP 18.83	Shoulder repair	
	Est: 30 cy shoulder materials at 3.00	100.00
	¼ day - Maintenance crew	50.00
MP 21.24	Base, pave bridge end	
	Est: 1. 20 tn Asphaltic Concrete at 6.50	150.00
	2. 20 cy base rock at 3.00	50.00
	1 day - Maintenance crew	200.00
MP 21.66	Shoulder repair	
	Est: 100 cy shoulder materials at 3.00	300.00
	1 day - Maintenance crew	200.00
MP 21.98	Shoulder repair, riprap	
	Est: 1. 75 cy shoulder material	225.00
	2. 50 cy riprap	200.00
	3 days - Maintenance crew	600.00
		$8135.00
	Engring, contingencies - 20%	1627.00
		$9800.00

GREENSPRINGS HIGHWAY:
M.P. 2.9, embankment wash, 960 cu. yd. riprap furnished, to be placed by contractor.
M.P. 4.26, Neil Creek Bridge, 150 cu. yd, riprap, furnished and placed by contractor.
M.P. 8.8, Emigrant Creek Bridge, 100 cu. yd. riprap furnished, to be placed by state forces.

INTERSTATE 5:
M.P. 269.5, Evans Creek Bridge, 100 cu. yd. select rock backfill furnished and placed by contractor.
M.P. 276.95, washed out shoulder, 600 cu. yd. riprap furnished and placed by contractor.
M.P. 277.69, box culvert structure, 30 cu. yd. riprap furnished and placed by contractor
M.P. 290.2, Medford Viaduct, 2500 cu. yd. riprap furnished and placed by contractor.
M.P. 290.9, box culvert structure, 40 cu. yd. riprap furnished and placed by contractor.
M.P. 293.2, embankment wash, 1200 cu. yd. riprap furnished and placed by contractor

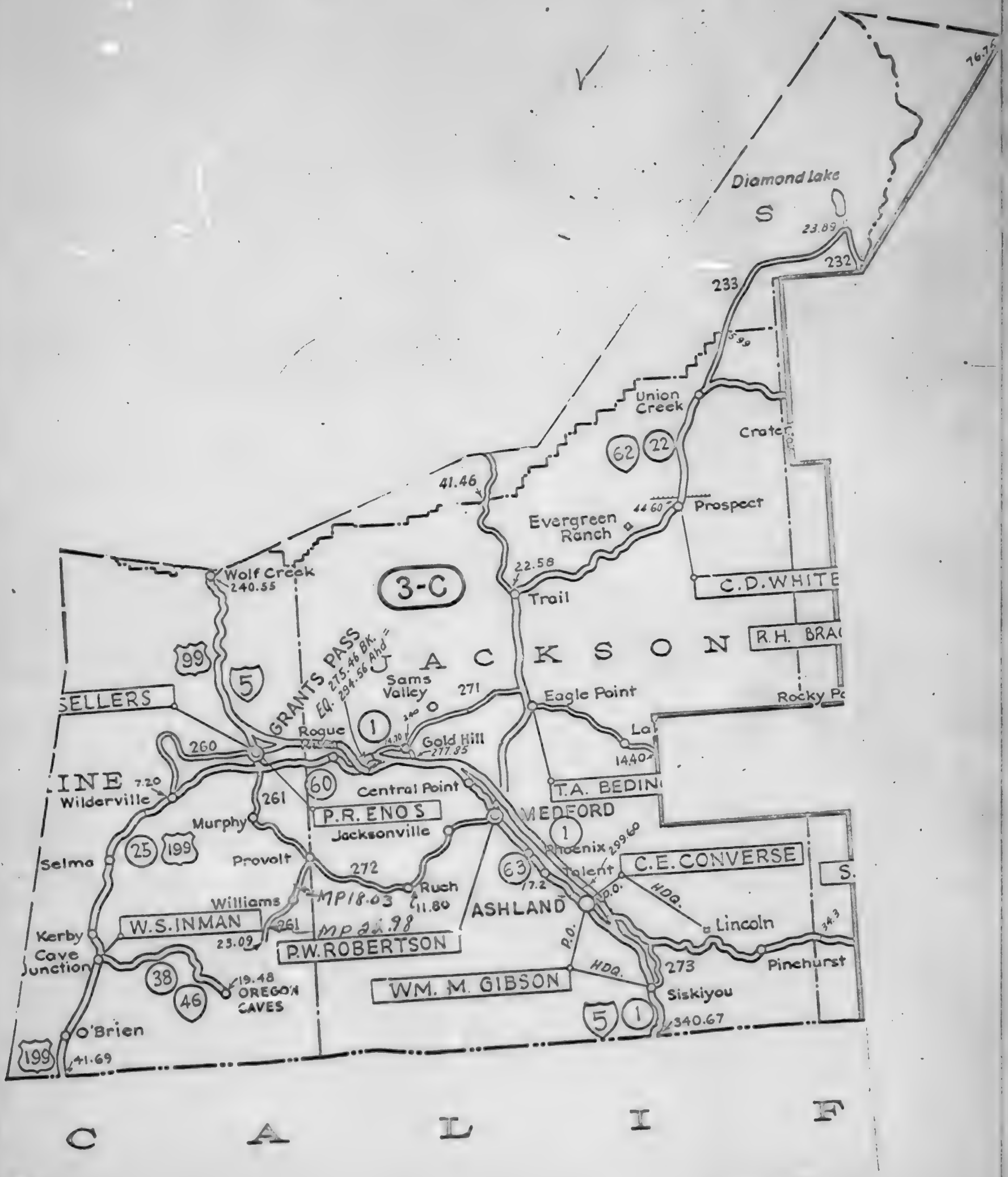
OREGON CAVES HIGHWAY:
M.P. 2.19, Chapman Creek Bridge, 300 cu. yd. riprap furnished, to be placed by state forces.
M.P. 3.66, Tyeer Creek box culvert, 20 cu. yd. riprap furnished, to be placed by state forces.
M.P. 6.53, multiplate pipe, 125 cu. yd. riprap furnished and placed by contractor.
M.P. 10.7, shoulder erosion, 1800 cu. yd. riprap furnished and placed by contractor.

ROGUE VALLEY HIGHWAY:
M.P. 15.3, shoulder erosion, 900 cu. yd. riprap furnished and placed by contractor.

WILLIAMS HIGHWAY:
M.P. 15.23, shoulder erosion, 1000 cu. yd. riprap furnished and placed by contractor.
M.P. 18.03, Williams Creek Bridge, 500 cu. yd. riprap furnished, to be placed by state forces.

MEDFORD - PROVOLT HIGHWAY:
M.P. 18.7, Jackson Creek Bridge, 100 cu. yd. riprap furnished, to be placed by state forces.
M.P. 19.3, embankment erosion, 400 cu. yd. riprap furnished and placed by contractor.

Williams Cr. Br. Merged Willamette Nat. For. Hwy. 44 Klam.



Form CO-121
(1-63)
(Pres. by
A.O. 106-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 10, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective the dates shown below:

Item	Project	Location	Program Approval Date
17	ER-102(1)	State FAS Rtes., Coos Co.	March 2, 1965
18	ER-103(1)	State FAS Rtes., Jackson Co.	March 2, 1965
20	ER-104(1)	State FAS Rtes., Josephine Co.	March 2, 1965
94	ER-152(1)	Forest Bdry - Siletz Sec.	March 8, 1965

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Item 17, ER-102(1) State FAS Routes in Coos County was field reviewed by this office and the removal of the slides in the vicinity of Milepost 12.5 to 13.3 on FAS 262 appears ineligible under emergency funds because of their small number and size. It would appear these should be considered merely heavy maintenance.

Our field review of all these projects is not complete and the determination of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10e of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	$ 146,230	$2,874,660	$ 230,580
This action	0	24,390	0	0
New balance	$ 717,500	$ 170,620	$2,874,660 *	$ 230,580
Totals:	$888,120		$3,105,240	

ADOPTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
3-18-65

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $487,800.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Jackson Co. FAS Rte.
ER-103(4)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21

CARD 2	REPORT NUMBER (16)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)				
	1	St. Rds., State FAS Routes, Jackson Co.									
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)			
	Temp. & Perm. Flood Damage Repairs						64-1				
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief						COUNTY NAME				
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID **			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1	(14-15)	(16)	41	42						
5					**PE**		St.Rds., State FAS Routes, Jackson Co. **(FAS Routes 268, 288, 271 and 269) *(St. Hwys. 272,270, 271 and 22)			
5					**ROW**					
5					**CONST** (CODE)				123,400	77,700
							PROJECT TOTALS	53.8	123,400	77,700

CARD 1	CODE 1	PREPARED BY	(16)	(23)	(24)	(33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

kson Co. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 090 (4) (9)	ITEM NO. 18 (14) (18)

ROUTE (68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
				64-1		ER-	103(1)			

	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Jackson	029	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
		**	*	

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
FAS Co. 268, d 269) 270,						Temp. & Perm. Flood Damage Repairs. (Debris clearance, embankment, riprap, base and shoulder rock, bit. surface, bridge repairs.)
		123,400	77,700	45,700		
ROJECT OTALS	53.8	123,400	77,700	45,700		

(16) (23) (24) (33)

REMA[illegible] This work due to unusually heavy rains and flooding beginning December 22, 1964. The work to be done by State Forces and/or negotiated contracts.

USCOMM DUSCOMM-DC 48905-P61

STATE RDS. STATE FAS ROUTES, JACKSON CO.
Project No. ER-103(1)

FAS 268 (St. Hwy. 272) MP 0.00 to MP 21.7 - ADT 500 to 2000 The existing facilities consist of 18' to 22' bit. surface with 2' to 4' shldrs., 2 timber brs. (57' & 38') & minor strs. including 3 timber strs. each 19' in length.

The Applegate R. & its tributaries o'flowed during the Dec. 1964 flood covering the road at intermittent points causing estimated damage as follows:

Debris Clearance - - - - - $1,700.00	Embankment - - - - - - - - - - - - 4,700 c.y.
Riprap - - - - - - - - - - - 2,490 c.y.	A.C. Pavement - - - - - - - - - - 400 tons
Base & Shldr. Rock - - - - 1,020 c.y.	Rprs. to 5 timber strs. - - - - $3,000.00

The total estimated cost of the damage repairs is $43,000.00

FAS 288 (St. Hwy. 270) MP 0.3 to MP 14.0 - ADT 1300 to 280 The existing facilities consist of 20' bit. surface with 1' to 3' shldrs., 3 timber brs. (length 101'), 1 RCDG br. (50').

The Little Butte Cr. & its tributaries o'flowed onto the road during the Dec. 1964 flood causing washout damage and debris at intermittent points on the road and damaged the Lick Cr. Br. (MP 7.12). The estimated cost of damage is as follows:

Debris Clearance - - - - - $1,000.00	Crushed Rock - - - - - - - - - - - $ 9,000.00
Pave and Rock Base - - - - 3,600.00	Repair Lick Cr. Bridge - - - - - 4,800.00
	Total Estimated Cost - - - $18,400.00

FAS 271 (St. Hwy. 271) MP 0.00 to MP 6.1 and MP 16.01 - ADT 1000 to 330 The existing facilities 20' to 24' bit. surface with 2' to 6' shldrs. and 1 steel thru truss, length 400' at MP 16.01 (Dodge Bridge).

The Rogue R. flooded the roadway during the Dec. 1964 flood, damaging the roadway at intermittent points between MP 0.0 & MP 6.1 and severely damaged Dodge Bridge, MP 16.01. The estimated damage is as follows:

MP 0.00 to MP 6.01 (incl. Gold Hill Spur MP Y2.65)

MP Y2.65	Repair grouted rock inlay - - - - - - - - - - - - - - - - - -	$ 1,800.00
MP 0.1 - 0.3.	Embankment 5,700 c.y., Riprap 400 c.y., Base Rock & Pave, Guard Rail -	21,000.00
MP 0.5	Washout, Embankment 1,500 c.y., Riprap 550 c.y., Base Rock 1,100 c.y. -	14,000.00
MP 5.3 - 6.1.	Washout, Base Rock and Pave - - - - - - - - - - - - - - - - -	6,700.00
MP 16.01	Emergency Repairs to Dodge Br. to prevent collapse - - -	9,000.00
	Total Estimated Cost - - -	$52,500.00

Permanent repair to Dodge Br. (MP 16.01) and approaches will be programmed as a separate project.

FAS 269 (St. Hwy. 22) MP 9.3 to MP 21.9 - ADT 2950 The existing facilities consist of 20' to 28' bit. or AC surface with 3' to 6' shoulders. Four strs., incl. Shady Cove Br. (length of strs. 563'). Reconstruction of Shady Cove Bridge was programmed under Item 895, S-47(8).

The tributaries of the Rogue R. o'flowed during the Dec. 1964 flood causing damage to roadway at intermittent points throughout the section. The estimated cost of the damage is as follows:

Embankment - - - - - - - - 1,000 c.y. (Little Butte Cr. Br.)	
Riprap - - - - - - - - - - 200 c.y. (Little Butte Cr. Br.)	
Rock Base & Pave - - - $4,000.00	
Shoulder Rock - - - - - 1,900 c.y.	(Total Estimated Cost - - $9,500.00)
Slide Removal - - - - - 600 c.y.	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

...e Co. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 090 (4) (9)	ITEM NO. 20 (14) (18)

...E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 12	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
				64-1		ER	104	(1)		

COUNTY NAME: Josephine — CODE 033 (14) (16)

ROUTE NO. — FEDERAL-AID ** (32) — STATE * (30) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

...S ...o. ...60) ...&	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
						Temp. & Perm. Flood Damage Repairs. (Debris clearance, embankment, shldr. rock, riprap and repairs to 3 brs.)
	27.9	24,500	15,400	9,100		
...CT ...LS	27.9	24,500 (16) (23)	15,400 (24) (33)	9,100		

REMARKS

This work due to unusually heavy rains and flooding beginning Dec. 22, 1964 throughout Oregon. This work to be done by State Forces and/or negotiated contract.

USCOMM DUSCOMM-DC 48905-P61

STATE FAS ROUTES, JOSEPHINE CO.

PROJECT NO. ER-104(1)

FAS-261 (St. Hwy. 260), MP 2.3 to MP 18.0 - ADT 1,000 to 200

The existing facility consists of 18' to 20' bituminous surface with 1' to 2' shoulders.

The Rogue River and its drainage streams flooded the road at intermittent points causing deposits of debris on road and under three bridges (MP 5.6, Vannoy Cr. Br., MP 13.1, Robertson Br., and MP 17.5, Slate Cr. Br.), road washouts, damage to footing of Robertson Br. and minor damage to Slate Cr. Br. Debris clearance, $2,400.00, Washouts, $3,300.00, Repairs to two bridges, $7,800.00, making a total estimated cost of $13,500.00.

FAS 280 (St. Hwy. 261) MP 7.2 to MP 13.3 - ADT 500

The existing facility consists of 18' bituminous surface with 1' shoulders.

Tributaries of the Applegate River overflowed and innundated the road at intermittent points causing washouts and deposits of debris. Estimated damage: Debris Clearance, $480.00, Washouts, $6,520.00 or a total estimated cost of $7,000.00.

FAS 260 (St. Hwy. 38) MP 1.9 to MP 8.0 - ADT 800

The existing facility consists of 18' bituminous surface with 3' shoulders.

Chapman Creek and Sucker Creek flooded the road at intermittent points causing washouts, embankment erosion and damage to footings of Chapman Cr. Bridge. Estimated Damage: Riprap, $900.00, Stabilize footings Chapman Cr. Bridge, $1,800.00, Washouts, $1,300.00, total estimated cost $4,000.00.

Monthly Trans. No. HP 2-7-65

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 25, 1965

65-33.3-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dee, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 15, 1965:

Item	Project	Location	Work
33	[illegible]-111(2)	Mi 25, Mar 27, Coburg Jct.	Temp.& Perm. repairs
34	[illegible]-108(2)	Mi 109, Mar 11, Redwood Hwy.	Temp.& Perm. repairs
43	[illegible]-126(2)	Mi 38, Mar 6, Oregon Hwy.	Temp.& Perm. repairs
44	[illegible]-123(1)	Mi 36, Mar 7, Siuslaw Hwy.	Temp.& Perm. repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing, in the amount of 1% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Our field review of these projects and our determination of the eligibility of all items of the work under paragraph 1(b) of PPM 23-1 will be furnished at a later date or with our F.A. & L. authorization.

Federal Emergency funds approved to date are summarized as follows:

	6% funds	43% token funds	1967 funds	100% token funds
Previous	717,500	140,238	2,976,000	234,500
This action	0	0	0	21,738
New balance	$ 717,500	$ 140,238	[illegible]*	$ 256,238
Totals:	$ 857,738		$3,185,240	

*Includes $1,410,000 under agreement by Public Roads and $157,500 for Indian Reservation Roads.

The total estimated cost for these projects is $434,000.

Original To Young
3-3-65

NOTED
LLOYD P. SHAW

Form SB-121 UNITED STATES GOVERNMENT
(Rev. 8-63)
Prescribed by G.S.A. 103-11

Memorandum

ER-103(1)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6912

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: February 24, 1965

In reply refer to:

By: T. Dee
Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 16, 1965:

Item	Project	Loc:	Work
24	ER-106(1)	St.Rd., Col. Riv. Hwy.-Wasco	PE, Temp, Perm. repairs, 1 str.
25	ER-107(1)	US 97, Biggs-Shaniko	PE, Temp, Perm. repairs, 3 strs.
26	ER-108(1)	US 199, Applegate R.-O'Brien	Temp, Perm. repairs
28	ER-110(1)	SR 42, Coquille-Winston	Temp, Perm. repairs
29	ER-111(1)	US 26, Prineville-John Day Hwy	Temp, Perm. repairs
30	ER-112(1)	I-5, Rogue River-Ashland	Temp, Perm. repairs
31	ER-113(1)	St.Rd., Ashland-Jenny Cr.	Temp, Perm. repairs
32	ER-114(1)	US 99, Rogue Riv. Hwy. Sec.	Temp, Perm. repairs
36	ER-116(1)	Co.Rd., Willow Creek Sec.	Temp, Perm. repairs
37	ER-117(1)	Co.Rds. FAS Rts. Clatsop Co.	Temp, Perm. repairs
38	ER-118(1)	Co.Rds. FAS Rts. Douglas Co.	Temp, Perm. repairs
39	ER-119(1)	Co.Rds. FAS Rts. Grant Co.	Temp, Perm. repairs
40	ER-120(1)	SR 38, Scottsburg-Anlauf	Temp, Perm. repairs
41	ER-121(1)	SR 138, Umpqua Riv.-Calapooya	PE, Temp, Perm. repairs
42	ER-122(1)	SR Knowles Cr.-Coyote Cr.	Temp, Perm. repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

You are authorized to proceed with preliminary engineering on Items 24, 25 and 41.

Eligibility for the work on Item 26, ER-108(1) between MP 8 and MP 12.5 has been reviewed in the field. This work is considered as normal main-

NOTED
LLOYD P. GIBBS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

tenance, therefore not eligible for ER funds and should be reported as a non-participating item on the project agreement estimate.

A field inspection of Item 37, ER-117(1) on FAS 912 has revealed that damage sustained due to inadequacy of culverts was not substantial. The principal purpose of the wholesale replacement of culverts is to correct substandard conditions of long standing. Such improvements are proper for inclusion in a regular Federal-aid program, but not in an emergency program, since there was not severe damage to the existing facility.

Item 30, ER-112(1) was reviewed and the portion between MP 304 and MP 306 was considered as heavy maintenance and not eligible for ER funds. Repairs to the access road to the Valley of the Rogue State Park appears not to be on the Federal-aid system and thereby is not eligible for correction under this program.

Our field review of these projects is not complete and the determination of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10e of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	$ 10,500	$2,874,660	$ 208,880
This action	0	135,730	0	0
New balance	$ 717,500	$ 146,230	$2,874,660 *	$ 208,880
Totals:	$863,730		$3,083,540	

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $2,714,600.

RECEIVED
SEP 1 1965

Form CD-121
(11-63)
(Previously A.O. Form 57)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 17, 1964

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964

Our Washington office has reviewed and approved the below listed projects on the subject program, effective February 11, 1965:

Item	Project	Location	Work
16	ERFO-101(2)	Salt Creek Tunnel, W.	Repairs
21	ERFO-105(1)	Sardine Crk.-Santiam Jct.	Repairs
22	ERFO-104(2)	FAS Rtes, Josephine Co.	Repairs
23	ERFO-103(3)	FAS Rtes, Jackson Co.	Repairs
27	ER- 109(1)	Galice-Merlin Co. Rd.	Repairs

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on part of the United States to provide such additional funds.

On Item 21, ERFO 105(1) Sardine Creek-Santiam Junction, determination of the eligibility of replacing the precast beam at the Boulder Creek Bridge is under consideration by our Washington office.

You are authorized to proceed with the preliminary engineering on Item 16, ERFO 101(2) and Item 21, ERFO 105(1).

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	0	$ 2,874,660	0
This action	0	$10,500	0	$ 208,880
New balance	$ 717,500	$10,500	$ 2,874,660 *	$ 208,880
Totals:	$728,000		$3,083,540	

NOTED
LLOYD P. SHAW

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original To Young
2-19-65

* Includes $1,410,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $4,387,700.

RECEIVED
FEB 3 - 1965
FOR FILING

Manner
Krueger
Starr

Rogue R. Hwy. Sec.

February 1, 1965

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting data for five projects, Items 23 through 32, which we desire to include in the Federal-aid Emergency Program occasioned by the December 22, 1964 flood.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Rogue R. to Ashland
(FR-4244)

AHC:mb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (68)(70)	YEAR (71)
CARD 2	1	I-5 Rogue River to Ashland	ADT	7200	15,200	7

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 32	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Temp. & Perm. flood damage repairs						64-1	

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Emergency Relief	
	NAME OF URBAN AREA 17-31	ROUTE NO. I — FEDERAL-AID I-5

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)(70)
1										
5					PE		I-5 Rogue River to Ashland.(MP 269.2 to MP 305.8 incl. Lampham Frontage Road at MP 275.2)			
5					ROW					
5					CONST (CODE)			36.6	84,000	53,000
							PROJECT TOTALS	36.6	84,000	53,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(116) (23)(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		7200	15,200	75	08	Oregon	35	090	30

E	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				64-1		ER-	112	(1)		

COUNTY NAME: Jackson — CODE: 029

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
o 69.2 ncl. age 2)						Temp. and Perm. flood damage repairs. (Debris clearance, riprap, shldr.repairs, embankment, rock base restore pav. and oil mat surf.) (Work to be done by State Forces and/or negotiated contract) ROW - 250' min., access control-full; parking restrictions-complete.
	36.6	84,000	53,000	31,000		
T S	36.6	84,000	53,000	31,000		

REMARKS: This work occasioned by the Dec. 22, 1964 flood.

USCOMM DUSCOMM-DC 46905-P61

ROGUE RIVER-ASHLAND SECTION

PROJECT NO. ER-112(1)

Existing Facilities

Basic four - 12' lanes high type (divided) pavement with 10' R and 6' L shoulders, with numerous structures.

Project Data

The Rogue River and its tributaries overflowed during the heavy rainfall and resulting December 1964 flood causing intermittent damage throughout the section (MP 269.2 to MP 305.8), including the Lampham frontage road (MP 275.25 to MP 277.69) which was damaged by flooding of an adjacent irrigation ditch.

The proposed work consists of debris clearance, riprap, rebuilding fence, shoulder repair, embankment, riprap on main highway and embankment, base rock, oil mat and riprap on Lampham frontage road. The work to be done by State Forces and/or negotiated contract.

The major estimated items generating the project cost are as follows:

Riprap	5,000 cu.yd.
Embankment	9,000 cu.yd.
Shoulder Repair	3,000 cu.yd.
Base Rock	1,100 cu.yd.
Oil Mat Surfacing	$2,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID P

(PPM

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	2,200	4,200 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	32 (14)(18)

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71) (72)	64-1 (73)	(74) (75)	ER- 14 23	114 7 13	(1)	(24) (26)	27

COUNTY NAME: Josephine and Jackson — CODE: 033 (14)(16) — CODE: 029

ROUTE NO. P — FEDERAL-AID: 3 (32) — STATE: 60 (36)(37) — U.S.: 99 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Temp. and perm. flood damage repairs. (Debris clearance, riprap, shldr. repair, bridge appr. washout)
					(work to be done by state forces and/or negotiated contract)
10.3	54,000	34,000	10,000		ROW - 60' min.; Access control-partial; parking restrictions-none.
10.3	54,000	34,000	10,000		
	(16) (23)	(24) (33)			

REMARKS

This work was occasioned by the Dec. 22, 1964 flood.

USCOMM DUSCOMM-DC 46905-P61

ROGUE RIVER HWY. SECTION (HWY. #60)

PROJECT NO. ER-114(1)

Existing Facilities

Basically 2-11' lanes H.T. pavement with 3' to 6' shoulders. Four bridges. Length 215'.

Project Data

The Rogue River and its tributaries overflowed during the December, 1964 flood causing intermittent damage to the highway from a point 3.55 miles east of the south city limits of Grants Pass eastward 10.29 miles.

The proposed project consists of debris and drainage cleanup, shoulder washout repairs, bridge approach washout repairs, repair footings at Millers Gulch Bridge and riprap.

The major items generating the cost are as follows:

Riprap	$4,000.00
Debris and drainage	2,000.00
Shoulder repairs	45,000.00
Bridge approach washout repair	3,000.00

Note: Estimated cost of work Josephine Co. $ 2,000.00

Estimated cost of work Jackson Co. - $52,000.00

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		1,600 (66)	3,000 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	090 (4) (9)	31 (14) (16)

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	64-1 (72) (73)	(74) (75)	ER- 14 23	113 7 12	(1)	(24) (26)	27

COUNTY NAME: Jackson — CODE: 029 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 15 (32) — STATE: 21 (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
3.4 (54) (58)	(59) (66)	(67) (76)			Temp. and perm. flood damage repairs. (Shoulder repairs, riprap, repairs to one bridge.)
ec.)					(Work to be done by State Forces and/or negotiated contract)
					ROW - 60' min.; Access control-partial; parking restrictions-none.
	16,700	10,000	6,700		
23.4	16,700	10,000	6,700		
	(16) (23)	(24) (33)			

REMARKS
This work was occasioned by the Dec. 22,1964 flood.

USCOMM DUSCOMM-DC 46905-P61

ASHLAND-JENNY CR. SECTION

PROJECT NO. ER-113(1)

Existing Facilities:

18' to 22' high type pavement with 2' to 4' shoulders. Five bridges, length 415'.

Project Data:

Extremely heavy rainfall and the resulting flood of December 22, 1964 caused Neil Creek, Emigrant Creek and Jenny Creek to overflow onto the road causing intermittent damage throughout the section.

The proposed work consists of shoulder repairs, riprap, bridge approach (Neil Cr.), washout repairs, temporary and permanent repairs to Jenny Cr. bridge (MP 23.4) and minor slides.

The estimated major items generating the costs for the project are as follows:

Shoulder Repairs	$3,000.00
Riprap	1,200 cu.yd.
Repairs to one bridge	$6,000.00

The work to be done by State Forces and/or negotiated contract.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	US 199 O'Brien S. 4.5 Mi. 21 68	**ADT**	1,400	2,800 (66) (70)	84 (71) (7

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH Y
CARD 3	Temp. and Perm. Flood Damage Repairs 28 62	(63) (65)	11 (66) (68)	(69)	(70)	(71)	(72) (73)	(74) (7

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Emergency Relief	Josephi
	NAME OF URBAN AREA 17-31	ROUTE NO. P / FEDERAL-AID 17

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1418)	(16	81	42	43 46	53	US 199 O'Brien S. 4.5 Miles (O'Brien-Dwight Creek Section)	(54) (58)	(59) (66)	(67) (7
5					PE					
5					ROW					
5					CONST (CODE)			4.52	11,000	11,000
								4.52	11,000	11,000
									(16) (23) (24)	(3

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(68)		1,400	2,800 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	092 (4) (9)	34 (14) (15)

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						ERFO	108(2)			

COUNTY NAME: Josephine — CODE: 033 (14) (16)

ROUTE NO. P — FEDERAL-AID: 17 (32) — STATE: 25 (36) (37) — U.S.: 199 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
eek						Temp. and perm. flood damage repairs. (Shoulder repair, debris clearance, riprap, minor repairs to 1 Br.) (Work to be done by State Forces and/or negotiated contract). ROW - 60' minimum; Access Control - partial; Parking Restrictions - none.
	4.52	11,000	11,000			
CT LS	4.52	11,000	11,000			
	(16)	(23) (24)	(33)			

REMARKS: This work occasioned by the December 22, 1964 flood.

USCOMM DUSCOMM-DC 48908-P61

O'BRIEN-DWIGHT CREEK SECTION

PROJECT ERFO-108(2)

Existing Facilities

Roadway: 2-11' lanes AC pavement with 2' to 8' shoulders.

Structures: 3 bridges, length 346 feet.

Project Data

The W. Fork Illinois River and its tributaries overflowed during the December 1964 flood causing intermittent shoulder damage, depositing debris at the 3 structures, washing out riprap at bridge MP 40.24 and damaging footing of bridge MP 40.87.

The proposed work consists of shoulder repair, debris clearance, riprap and 1 bridge footing.

The estimated major items generating the repair cost are: shoulder repair 800 C.Y., riprap 400 C.Y., repair footing and remove debris. Bridge MP 40.87.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR
(PPM 21-

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21	65	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(7
	1	US 199 Applegate River to O'Brien			2,500	5,000	84

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28	62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)(7
	Temp.& Perm.Flood Damage Repairs							64-1	

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME
	Emergency Relief		
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 17

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 199 Applegate River to O'Brien			
5					ROW					
5					CONST (CODE)				48,000	30,000
								27.7	48,000	30,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		2,500	5,000 (68)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	26 (14)(18)

(65)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
				64-1		ER-	108(1)			

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
y Relief	Josephine	033	1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
P	17		199

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Temp. and perm.flood damage repairs. (Debris clearance, embankment, shoulder repairs, riprap, AC pave., oil mat surf., repairs to 4 brs.) (Work to be done by State forces and/or negotiated contract)
					ROW-60' Min.;Access Control-Partial;Park. Restrictions-None.
	48,000	30,000	18,000		
27.7	48,000	30,000	18,000		
(15)	(23)	(24)(33)			

CT
LS

REMARKS

This work occasioned by the December 22, 1964 flood.

USCOMM DUSCOMM-DC 48905-P61

APPLEGATE RIVER-O'BRIEN SECTION

PROJECT NO. ER-108(1)

Existing Facilities

Roadway: 20' to 24' oil mat and AC pavement with 2' to 8' shoulders.

Structures: Eleven structures, length 1,788'.

Project Data

The Applegate River, E. Fork Illinois River and their tributaries overflowed during the December, 1964 flood causing damage to intermittent sections between MP 7.0 to MP 34.7.

The proposed work consists of debris clearance, riprap, embankment, shoulder repairs, pavement (AC or oil) and minor repairs to 4 strs. Work to be done by State forces or negotiated contract.

The estimated major items generating the cost of the work are as follows:

Debris clearance and drainage	$6,000.00
Shoulder washouts	2,000 C.Y.
Riprap	2,000 C.Y.
Embankment	3,000 C.Y.
Pavement	$3,000.00
Repair 4 structures	$5,000.00

Josephine Co. FAS Rts.
ERFO-104(2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-1

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

wys., (68)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 092 (4) (9)	ITEM NO. 22 (14) (18)

TE * (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. 64-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) ERFO- 14 23	NUMBER 104(2) 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27

lief	COUNTY NAME Josephine	CODE 033 (14) (16)	PROGRAM STAGE ___ 1 OR X 2
	ROUTE NO. S	FEDERAL-AID ** (32)	STATE * (36) (37) U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (56)	(59) (66)	(67) (76)			
S Rts. System 260) and 44 and						Temp. and associated perm. repairs. (Debris clearance, slide removal, shoulder repairs, embankment, rock base, oil mat, 2 temp. strs. and repair and reconstr. 3 brs., length 352') (Work to be done by State forces and/or negotiated contract)
		139,600	139,600			
JECT TALS	14.7	139,600	139,600			
	(16)	(23)	(24) (33)			

REMARKS

Damage to hwy. and strs. caused by the December 22, 1964, flood.

USCOMM DUSCOMM-DC 48905-P61

STATE ROADS, STATE FAS ROUTES (FOREST HWYS.), JOSEPHINE CO.
PROJECT NO. ERFO-104(2)

FAS 280 (St.Hwy. 261)(Forest Hwy. 44) MP 15.53 to MP 21.98, ADT 400

The existing facilities consist of 18' bituminous surface with 1' shoulders. One bridge, MP 18.03, (Williams Creek, length 168', HC 20'); and one bridge, MP 22.07, (Munger Creek, length 59', HC 19'3").

Drainage streams overflowed during the December, 1964, flood covering the road causing damage in two sections, MP 15.53 to MP 18.83 and MP 20.39 to MP 21.98.

The damage, MP 15.53 to 18.83, consists of washed out riprap, drainage plugged by debris, shoulder washouts, and damage to one approach span of the Williams Creek Bridge, MP 18.03. The damage, MP 20.39 to MP 21.98, consists of washed out riprap, drainage plugged by debris, downed trees, and washed out fill at minor structure, MP 21.24.

The estimated costs are as follows:

Riprap	1,700 C.Y.	$ 10,200.00
Debris Clearance and Drainage		3,000.00
Bridge Approach Fills		1,800.00
Repair Williams Cr. Br. Approach Span		13,000.00
Shoulder Rock		1,000.00
Total Estimated Cost		$ 29,000.00

FAS 260 (St.Hwy. 38)(Forest Hwy. 13) MP 8.4 to MP 18.2, ADT 200

The existing facilities consist of 18' bituminous surface with 3' shoulders. One bridge, MP 11.75, (Grayback Creek), 2-20' spans timber, HC 21'2"; and one bridge, MP 18.11, (Lake Creek), 8-18' spans timber, HC 22'3".

Sucker Creek and its tributaries overflowed during the December, 1964, flood causing damage throughout the section of road depositing debris, causing slides, shoulder washouts, pavement and roadbed washouts, and destroyed the bridges at MP 11.75 and MP 18.11. The bridge at MP 11.75 was washed out by flood and the bridge at MP 18.11 had its center spans damaged by a fallen tree.

The work consists of the following:

Roadway.	Drainage Work and Debris		$ 2,900.00
	Shoulder Washout	800 C.Y.	4,200.00
	Slides	3,500 C.Y.	6,200.00
	Riprap	1,800 C.Y.	15,100.00
	Embankment	11,500 C.Y.	24,000.00
	Rock Base and Oil		10,800.00
	Temporary Structures (2)		5,400.00
	Reconstruct and Repair 2 Bridges		42,000.00
	The total estimated cost of temporary & associated permanent repairs is		$110,600.00

STATE ROADS, STATE FAS ROUTES (FOREST HWYS.), JOSEPHINE CO.
PROJECT NO. ERFO-104(2)

FAS 280 (St.Hwy. 261)(Forest Hwy. 44) MP 15.53 to MP 21.98, ADT 400

existing facilities consist of 18' bituminous surface with 1' shoulders. One bridge, MP 18.03, lliams Creek, length 168', HC 20'); and one bridge, MP 22.07, (Munger Creek, length 59', HC 19'3").

inage streams overflowed during the December, 1964, flood covering the road causing damage in two tions, MP 15.53 to MP 18.83 and MP 20.39 to MP 21.98.

damage, MP 15.53 to 18.83, consists of washed out riprap, drainage plugged by debris, shoulder wash-s, and damage to one approach span of the Williams Creek Bridge, MP 18.03. The damage, MP 20.39 to 21.98, consists of washed out riprap, drainage plugged by debris, downed trees, and washed out fill at or structure, MP 21.24.

estimated costs are as follows:

Riprap	1,700 C.Y.	$ 10,200.00
Debris Clearance and Drainage		3,000.00
Bridge Approach Fills		1,800.00
Repair Williams Cr. Br. Approach Span		13,000.00
Shoulder Rock		1,000.00
Total Estimated Cost		$ 29,000.00

FAS 260 (St.Hwy. 38)(Forest Hwy. 13) MP 8.4 to MP 18.2, ADT 200

e existing facilities consist of 18' bituminous surface with 3' shoulders. One bridge, MP 11.75, rayback Creek), 2-20' spans timber, HC 21'2"; and one bridge, MP 18.11, (Lake Creek), 8-18' spans ber, HC 22'3".

cker Creek and its tributaries overflowed during the December, 1964, flood causing damage throughout the ction of road depositing debris, causing slides, shoulder washouts, pavement and roadbed washouts, and stroyed the bridges at MP 11.75 and MP 18.11. The bridge at MP 11.75 was washed out by flood and the idge at MP 18.11 had its center spans damaged by a fallen tree.

e work consists of the following:

adway: Drainage Work and Debris		$ 2,900.00
Shoulder Washout	800 C.Y.	4,200.00
Slides	3,500 C.Y.	6,200.00
Riprap	1,800 C.Y.	15,100.00
Embankment	11,500 C.Y.	24,000.00
Rock Base and Oil		10,800.00
Temporary Structures (2)		5,400.00
Reconstruct and Repair 2 Bridges		42,000.00
The total estimated cost of temporary & associated permanent repairs is		$110,600.00

18-3254 Chiloquin Sand Shed at M.P. 246.8, The Dalles-California Hwy. 1965

#6594

SEP 28 1965

18-3254

6594

September 27, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 11, 1965, we wrote to you concerning release of final payment on Contract No. 6594 awarded to E.E. Steinlicht for the Chiloquin Sand Shed on The Dalles-California Highway in Klamath County.

Final payment on this contract is $8,978.45 and the total contract amount is $13,534.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc E.E. Steinlicht
P.O. Box 1070
Bend, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
AUG 10 1965
FOR FILING
18-3254
6597

August 9, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 27, 1965, on Contract No. 6394. The contract was with E. E. Steinlicht and was for construction of the Chiloquin sand shed on The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective August 9, 1965, and that you concur in this procedure at the Commission meeting on August 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
MAY 24 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission on May 20, 196 , awarded to you State Highway Contract No. 6 94 for the following project:

Chiloquin Sand Shed at Mile Point 246.8 of The Dalles-California Highway near Chiloquin in Klamath County.

This award was based on your bid of $13,534.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant

RECEIVED
APR 28 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 26, 1965

SUBJECT: Replacement - Sand Shed
Chiloquin

To:

Ivan D. Merchant
Bridge Engineer
B U I L D I N G

It is requested that plans and specifications be prepared for contracting on May 18th Contract Letting the 63' x 60' Sand Shed at Chiloquin, Highway 4, MP 246.8, which was destroyed by fire as of March 30, 1965.

Structure was built in 1957 at an initial cost of $10,816.85 and is currently insured by the Restoration Fund for replacement at $13,012.31, which is not collectible until the building is replaced, at which time additional funds can be transfered to cover, if required.

Attached hereto are Drawings #13314, of plot plan and location, and Drawing #12771, plan for Standard Sand Storage Shed for light snow loads, as previously constructed.

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

NOTED
TOM EDWARDS

H. W. Hughlett
State Bridge Superintendent

HWH:hl
Attachments

cc: Cliff Hatson
E. S. Hunter
Tom Edwards
Jim Putnam
S. P. Jones

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Hughlett 4-27-65
Approved T. E. 4/26/65

ERFO-123(1) Mapleton-Triangle Lake Sec., 1965
Siuslaw Hwy. (Embankment &
#6595 Shoulder Repair)

STATE COPY

Monthly transaction number	FORM PR-20 (6-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-8-4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number	5-10-66	County
5 6595		Lane
		Project number ERFO-123(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 221,636

Revised Federal funds $ 221,636.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. [illegible]

FLORENCE-BLACHLY SECTION OF THE

SIUSLAW HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and estimated cost of approved State Force orders and temporary repair.)

Salem, Oregon, April 7, 1966

Type Code Y006
Hamilton-Triangle Lake (MP 15.32 to MP 39.68) (Contract No. 6595)

Moving Cost	All Required		$ 21,000.00
Tractor (Crawler Type) & Dozer	550 hrs.	$16.00	8,800.00
Power Shovel	80 hours	20.00	1,600.00
Blade Grader	30 hours	18.00	540.00
Truck, Dump	80 hours	16.00	1,280.00
Saw, Portable Chain	20 hours	10.00	200.00
Laborer	600 hours	5.50	3,300.00
Rock Embankment	39,100 cu.yds.	1.80	70,380.00
Watering	40 M-gals.	10.00	400.00
3/4" - 0 Material in Stone Shoulders	1,300 cu.yds.	8.00	10,400.00
Salvaging Guard Rail	550 lin.ft.	2.00	1,100.00
Guard Rail - Salvaged Guard Rail	550 lin.ft.	3.00	1,650.00
			$120,650.00
Flagging (57 1/2% of Contractor's Cost)	All Required		$ 1,000.00
Seeding and Mulching			1,000.00
			$ 2,000.00
	Subtotal		$122,650.00
	Engr. & Cont.		12,265.00
	Total		$134,915.00

Type Code Y006
Flood Repair, Temporary & Permanent (MP 0.00 to MP 45.09)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 2,195.19
State Force Equipment, Labor & Materials	All Req.	27,171.07
Crushed Rock and Riprap (Verbal agreement, see attached statement)	All Req.	18,501.00
		$ 47,867.26

Permanent

Approved State Force Order #1	All Req.	$ 13,549.10
Approved State Force Order #1, Supplement	All Req.	3,772.88
Approved State Force Order #2	All Req.	18,000.00
		$ 35,321.98

Subtotal	$83,189.24
Engr. & Cont.	3,531.76
Total Temp. & Perm.	$86,721.00
Total	$221,636.00

Length of Project - - - - - - - - - - - - - - 45.09 mi. (intermittent)

SUMMARY OF FUNDS

Description	Total Cost & Federal Funds
Mapleton-Triangle Lake, Contract #6595	$134,915.00
Temporary and Permanent Repairs Not Covered by Contract	86,721.00
	$221,636.00

Prefixes

20-1018	20-4513	20-4411
20-4413	20-4713	

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

The phase I report does not agree with this estimate because the report only covers one prefix. The amount of temporary repairs for this estimate was taken from the cost books. D.M.S. Office charges are not included in this estimate.

RECEIVED
JAN 10 1966

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
12-8-13

PROJECT REPORT NO.
ERFO-123(1)
#[illegible]5

PR-2 (Rev. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-8-65

STATE: Oregon

COUNTY: Lane

PROJECT NO.: ERFO-123(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Florence-Blachly Section of Siuslaw Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-65	24.36
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 173,769.00	$ 173,769.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal-Aid
Project No. ERFO-123(1)

FLORENCE-BLACHLY SECTION OF THE

SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated costs of approved State force orders.)

Salem, Oregon, November 26, 1965

Type Code Y006
Mapleton-Triangle Lake (MP 15.32 to MP 39.68) (Contract No. 6595)

Moving Cost	All Required			$ 21,000.00
Tractor (Crawler Type) and Dozer	550	hour	$16.00	8,800.00
Power Shovel	80	hour	20.00	1,600.00
Blade Grader	30	hour	18.00	540.00
Truck, Dump	80	hour	16.00	1,280.00
Saw, Portable Chain	20	hour	10.00	200.00
Laborer	600	hour	5.50	3,300.00
Rock Embankment	39,100	cu.yd.	1.80	70,380.00
Watering	40	M-gal.	10.00	400.00
3/4" - 0 Material in Stone Shoulders	1,300	cu.yd.	8.00	10,400.00
Salvaging Guard Rail	550	lin.ft.	2.00	1,100.00
Guard Rail-Salvaged Guard Rail	550	lin.ft.	3.00	1,650.00
				$120,650.00
Flagging (57½% of Contractor's Cost)	All Required			$ 1,000.00
Seeding and Mulching	All Required			1,000.00
				$ 2,000.00
	Subtotal			$122,650.00
	Engr. & Cont.			12,265.00
	Total			$134,915.00

Length of Project - - - 24.36 Miles (Intermittent)

Approved State Force Orders

Clean Up Logs & Debris SFO #1	All Required		$ 13,549.10
SFO #1 - Supp.	All Required		3,772.88
Intermittent Oiling & Surfacing SFO #2	All Required		18,000.00
			$ 35,321.98
	Engr. & Cont.		3,532.02
	Total		$ 38,854.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Mapleton-Triangle Lake	$134,915.00	$134,915.00
Approved State Force Orders	38,854.00	38,854.00
	$173,769.00	$173,769.00

Description	Total Cost	Fed. Funds
Retained in Authorized Fund Status		
Temporary & Permanent Repair Not Covered by Contract or Approved State Force Orders	$ 48,231.00	$ 48,231.00
	$222,000.00	$222,000.00

Prefix: 20-1018
20-4713

Oregon State Highway Department

Federal-Aid
Project No. BRFO-123(1)

FLORENCE-REEDSPORT SECTION OF THE

SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 28, 1965

Type Code X006
Mapleton-Triangle Lake (MP 15.32 to MP 39.68)

Moving Costs	All Required		$ 6,000.00
Tractor (Crawler Type) and Dozer	550 hours	$21.00	11,550.00
Power Shovel	80 hours	25.00	2,000.00
Blade Grader	30 hours	25.00	750.00
Truck, Dump	80 hours	17.50	1,400.00
Saw, Portable Chain	20 hours	10.00	200.00
Laborer	600 hours	5.50	3,300.00
Rock Reinforcement	39,100 cu.yds.	3.75	146,625.00
Watering	40 M-gals.	4.00	160.00
3/4" - 0 Material in Stone Shoulders	1,300 cu.yds.	4.50	5,850.00
Salvaging Guard Rail	550 lin.ft.	1.00	550.00
Guard Rail - Salvaged Guard Rail	550 lin.ft.	1.00	550.00
			$178,935.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 1,000.00
seeding and Mulching	All Required		1,000.00
			$ 2,000.00
	Subtotal		$180,935.00
	10% Engr. & Cont.		18,093.00
	Total		$199,028.00

Length of Project - - - - - - - - - - - - 24.36 miles (intermittent)

Federal Funds -	$ 5,700.00
State Funds -	193,328.00
	$199,028.00

WORK REMAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this estimate	$60,972.00	$1,800.00	$59,172.00

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NOV 10 1965
FOR FILING

ERFO-123(1)

6595

November 10, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6595 awarded to Access Construction Company for embankment and shoulder repair on the Mapleton-Triangle Lake Section of the Siuslaw Highway in Lane County was completed on September 2, 1965, and accepted by the Highway Commission on November 8, 1965.

Final payment in the amount of 36,158.12 will be released to the contractor after November 18, 1965. The total contract amount is $123,626.02 including $1,455.91 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkm

cc Access Construction Co.
P. O. Box 527
Gresham, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1965
FILE FILING
EKTO-123(1)
6515

November 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 2, 1965, on Contract No. 6595. The contract was with Access Construction Company and was for embankment and shoulder repair on the Eugleton-Triangle Lake Section of the Siuslaw Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 8, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
[illegible]. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mapleton–Triangle Lake		WEEK ENDING: September 4, 1965
		SECTION PREFIX: 20-1018
HIGHWAY: Siuslaw		COUNTY: Lane
NAME OF JOB: Mapleton-Triangle Lake	KIND OF WORK: Embankment and Shoulder Repair	
CONTRACTOR: Access Construction Co.	CONTRACT NUMBER: 6595	FEDERAL AID PROJECT NUMBER: ERFC-123(1)
DATE OF CONTRACT: May 20, 1965	DATE WORK STARTED: June 1, 1965	ESTIMATED COMPLETION DATE: September 8, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS: na	WORK DAYS USED: na
	SPECIFIED CALENDAR DAYS: na	CALENDAR DAYS USED: na
PROJECT AUTHORIZATION: $137,981	SPECIFIED COMPLETION DATE: October 1, 1965	PERCENT OF TIME ELAPSED: 80.0%
EXCLUSIVE OF ENGINEERING: $128,169	ENGINEERING AUTHORIZATION: $9,812	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~99~~ 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $123,935	ENGINEERING COST TO DATE: $5,864	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~99~~ 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN X 1.8%	PERCENT OF AUTHORIZATION: 60%	DATE PROJECT WAS COMPLETED: Sept 2, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Emb. & Shoulder Rep.	OIL AND/OR PAVE.	MAT'L. PROD
95%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	24.36	24.36			
MILES PARTIALLY COMPLETED	24.36	24.36			
MILES COMPLETED	24.36	24.36			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	39,100	1,300			
TOTAL QUANTITIES CORRECTED TO DATE	45,687	1,058			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	45,687	1,058			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

NOTED
F.B. KLABOE

EQUIPMENT USED DURING THE WEEK: 1 truck mounted post hole auger, 1 water wagon, 2 power saws, 1 portable water pump, 2 pickups.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Hot, Clear			
TUESDAY	Hot, Clear			
WEDNESDAY	Hot, Clear			
THURSDAY	warm, Partly cloudy			
FRIDAY	Hot, Clear			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Clearing crew cleaning up debris @ M. P. 23.58, 24.50, and 18.22 Guard rail crew drilled holes for posts @ M. P. 39.68 and M. P. 29.65
TUESDAY	Clearing crew cleaning up piles of debris @ M. P. 18.22 Guard Rail crew drilled holes for posts @ M. P. 20.65
WEDNESDAY	Guard Rail crew began installing guard rail. Clearing crew cleaning up miscelanneuos areas designated by Resident Engineer.
THURSDAY	Guard Rail crew finished installing Guard Rail. Clearing crew cleaning up miscelaneous piles of debris.
FRIDAY	Clearing crew cleaning up miscelaneous piles of debris.
SATURDAY	

REMARKS

This Project (contract bid items) is 100% complete. It is ready for inspecting as of this date.

Final Report

SIGNED A. Glenn Porter LOCATION Springfield, Oregon
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

RECEIVED
JUN 2 1965

EFFO-123(1)

6595

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FEDERAL AID SECONDARY PROJECT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 1 1965 by [signature] District Engineer
Title
U.S. Bureau of Public Roads

Project Name Mapleton-Triangle Lake — Date June 4, 1965

Highway Siuslaw — Contract No. 6595

County Lane — Project 20-1018

Contractor Access Construction Co. — F. A. Project No. EFFO-123(1)

Address P. O. Box 527, Gresham, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Full length of project
M.P. 15.32 to M.P. 39.68

Estimate of quantities and cost:

57.5% of flagging costs

State Share $1,000 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This is an anticipated item, as authorized Article 7-30 and particularly articles 7-30 (b) and 7-30 (c) Paragraph 3-Oregon State Highway Department Standard Specifications 1964. This extra work applies to that part of the contract for which the contractor is to supply all of the labor and equipment and does not apply to that work to be done under Section 120.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 137,981.25
Present estimate of project cost, including $ 1,000 for work under this order	$ 137,981.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Alfred A. Bates
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay P. Engt
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

State Printing

RECEIVED
JUN 7 - 1965
FOR FILING

FHWA-21 UNITED STATES GOVERNMENT
(11-63)
(Prev. by [illegible])

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 3, 1965

In reply refer to:

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-123(1)
Mapleton-Triangle Lake Section
Embankment & shoulder repair

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6595 to Access Construction Co. of Gresham, Oregon, low bidder in the amount of $120,650.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAY 26 1965
FOR FILING

ERFO-123(1)
6595

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Mapleton-Triangle Lake Section, Project No. ERFO-123(1).

The contractor receiving the award is Access Construction Co., Gresham, in the amount of $120,650.00 with the Contract No. 6595 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

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MAY 24 1965
COMMISSIONERS

FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EPPO-12 (7)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Access Construction Company
P. O. Box 527
Gresham, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6595 for the following project:

Intermittent embankment and shoulder repair on the Mapleton-Triangle Lake section of the Siuslaw Highway near Mapleton in Lane County.

This award was based on your bid of $120,650.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

May 3, 1965

68-35.2-28

A. W. Peterson, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project EXFO-123(1)
Napleton-Triangle Lake Section
Embankment and Shoulder Repair

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project as indicated in Mr. Wright's April 16, 1965 report.

The proposed method of handling utility poles, as described in Mr. Litchfield's April 21, 1965 report, is satisfactory.

Mr. Young's April 29, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Copy to Young
w/ attachment

RECEIVED
APR 30 1965

April 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Complete PS&E documents for the following projects have been submitted to your department, and accordingly, we are requesting your authorization to advertise them for bids to be received May 18, 1965:

ERFO-123(1)	Mapleton-Triangle Lake Section
ER-171(1)	Jordan Cr.-McNamers Camp Section
ERFO-148(2)	Foster-Sam Creek Section
ER-111(1)	Marks Cr.-John Day Hwy. Jct. Sec.
ERFO-111(2)	Marks Cr.-John Day Hwy. Jct. Sec.
ER-137(3)	Marks Cr.-John Day Hwy. Jct. Sec.
ER-104(1)	District 3-C Flood Repair
ERFO-104(2)	District 3-C Flood Repair
ER-108(1)	District 3-C Flood Repair
ERFO-108(2)	District 3-C Flood Repair
ER-103(1)	District 3-C Flood Repair
ER-112(1)	District 3-C Flood Repair
ER-113(1)	District 3-C Flood Repair
ER-114(1)	District 3-C Flood Repair

There is hereby incorporated by reference, as a condition of approval of these projects by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3 (b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result

from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken. There are no special measures planned as project expenditures for fish and wildlife protection on the projects.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-Aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding these projects. The projects do not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Reports dated April 16, 1965 and April 23, 1965.

2. Utility Status Reports dated March 10, 1965 and April 21, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAR:mb
Enc.

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APR 2 - 1965
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Form 3-114-1064

Maint.
Drainage
Spec

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date March 19, 1965

Job name Embankment Restoration Project
Napleton to Tringle Lake Section

Week from Mar. 14 to Mar. 20

Mail address 3595 Main Street
Springfield, Oregon

Highway Siuslaw Highway

Telegraph or telephone address 342-1361, Ext 293

County Lane Job prefix 37-1434

Express and freight address 3595 Main St.
Springfield, Oregon

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Monday, March 15th, Billington and I went over the job with Mr. Burton, Deadwood Section Foreman, locating areas to be restored, estimating quantities and locating sources of materials.

Tuesday & Wednesday we worked up equipment rental estimate and I checked ownership of proposed quarries sites at the Lane Co. courthouse.

Thursday we checked the estimate and mailed it to the division office.

Right-of-Way , No work done to this date.

Utilities Liaison, No work done to this date.

NOTED
JOHN R. OAKES

NOTED
J. F. [illegible]OCK

CONSTRUCTION DIVISION
RECEIVED
MAR 23 1965

BEN GIFFORD

Signed Alfred M. Bates

Title Resident Engineer

NOTED
JACK ROWLAND

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	March 12, 1965				
Total mileage of section to be surveyed	0.7				
Miles of preliminary staked	0				
Miles of location staked	0				
Per cent of field work complete	100				
Per cent of office work complete	100				
Number of man days worked this week	7				
Total man days worked this project	7				
Salary expense this week	$217.44				
All other expenses this week	12.60				
Previous total expenditures this survey	0				
Total expenditures including this week	$230.00				
Completed survey will cost about	$230.00				
Per mile cost of survey will be about	330.00				
Estimated construction cost	$ 92,300				
Survey will be completed about	Mar. 17, 1965				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

Amount authorized for field (900) $ 100.00

Per cent of authorization expended 230%

Anticipated overrun of authorization $130.00

Date additional authorization submitted .....

ER-171(1) Jordan Cr.-McNamers Camp 1965
Sec., Wilson River Hwy. (Grad.)
#6596

RECEIVED
JUL 30 1965
FOR FILING

E8-171(1)
6596

July 30, 1965

Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6596 awarded to Lowry and Johnson Construction Company for grading the Jordan Creek-McNamara Camp Section of the Wilson River Highway in Tillamook County, was completed on June 30, 1965, and accepted by the Highway Commission on July 28, 1965.

Final payment in the amount of $1,676.55 will be released to the contractor after August 6, 1965. The total contract amount is $32,820.45 including $760.45 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Lowry & Johnson Construction Company
6328 North Vancouver Avenue
Portland, Oregon

Seth Leavens Agency
600 Jackson Tower
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 29 1965
FOR FILING
ER-17(1)
6596

July 28, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1965, on Contract No. 6596. The contract was with Lowry and Johnson Construction Company and was for grading on the Jordan Creek-Hoffmeyer Loop Section of the Wilson River Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective July 28, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. E. Asburry

bg

A

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jordan Cr. - McNamers Camp		WEEK ENDING: July 10, 1965
		SECTION PREFIX: 29-1061
HIGHWAY: Wilson River		COUNTY: Tillamook
NAME OF JOB: Jordan Creek - McNamers Camp	KIND OF WORK: Grading	
CONTRACTOR: Lowry & Johnson Construction Co.	CONTRACT NUMBER: 6596	FEDERAL AID PROJECT NUMBER: ER-171(1)
DATE OF CONTRACT: 5/20/65	DATE WORK STARTED: 5/28/65	COMPLETION DATE: June 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 7/1/65	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 38,285		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 35,562	ENGINEERING AUTHORIZATION: $ 2,723	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,820	ENGINEERING COST TO DATE: $ 2,727	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.3
ESTIMATED PERCENT UNDERRUN: 7.7 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: June 30, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	-	100	-	-	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.1				
MILES PARTIALLY COMPLETED	8.1				
MILES COMPLETED	8.1				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,200				
TOTAL QUANTITIES CORRECTED TO DATE	10,583				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,583				
AVERAGE DAILY QUANTITIES	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK.

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

NOTED
F.B. KLABOE

CONSTRUCTION DIVISION
RECEIVED
JUL 12 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work, Legal Holiday.
TUESDAY	No work
WEDNESDAY	Semi-final estimate completed except for EWO bills from contractor.
THURSDAY	Received EWO bills from contractor and completed estimate.
FRIDAY	Semi-final estimate and all other final reports and misc. items completed and mailed this date.
SATURDAY	

REMARKS

All work on this project in the field is completed.

Semi-final data assorted reports are in the mail.

Mr. Asburry visited this [redacted] office this A.M.

FINAL REPORT

SIGNED C H Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland

ER-171(1)

6596

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the minor slope correction work at MP 25.6 referred to in your letter dated June 30, 1965, was completed on June 30, 1965, on Contract No. 6596, Jordan Creek-McNamers Camp Section, in Tillamook County, in connection with Federal-Aid Project No. ER-171(1).

We request that your office inspect the slope correction work and return a signed copy of this letter indicating acceptance or listing below any other conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: July 19, 1965

Conditions noted on above date:

The portion of subject project covered by Contract No. 6596 has been completed to the satisfaction of this office.

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By ME Martin
M. E. Martin
District Engineer

REFERRED TO
L Young
By Asst. Engr. Hwy. Econ.
7-22-65
copy to Cox

RECEIVED
JUN 17 1965

ER 171(1)
6596

June 16, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering laborers to clean up debris on the Jordan Creek - McNamara Camp Section of the Wilson River Highway in Tillamook County, Contract No. 6596 in connection with Federal-Aid Project No. ER-171(1).

This work is necessary to clear and clean up debris in fill areas prior to the placing of the riprap. The dozer work will be done under the bid item for tractor time which was set up for the trench excavation. This extra work for the dozer will not cause an overrun in the bid item.

This work was tentatively recommended for approval by the BPR Area Engineer and the Field authorized to proceed June 2, 1965 as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWTjks

RECEIVED
JUN 7 1965
FOR FILING

FORM FHWA-1121
(1-63)
(Pres. by
FHWA-1126)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon 97301

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-171(1)
Jordan Creek-McNamers Camp Section
Grading

As requested in Mr. Young's letter of May 25, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 20, 1965 in the award of contract No. 6596 to Lowry and Johnson Construction, of Portland, Oregon, low bidder in the amount of $33,531.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
From Bureau of
JUN 29 1965

ER-171(1)

6596

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 2 1965
FHWA
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Jordan Creek - McNamers Camp
Date June 2, 1965
Highway Wilson River
Contract No. 6596
County Tillamook
Prefix 29-1081
Contractor Lowry & Johnson Construction Co.
F. A. Project No. ER-171(1)
Address 6325 N. Vancouver Ave., Portland, Oregon
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish labor for debris cleanup in fill areas.

Location by station numbers:

Throughout project as required.

Estimate of quantities and cost:

Labor (Including payroll additives and contractor's allowance) $200

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There is debris (drift, etc.) in the fill areas which must be cleaned up prior to the placing of riprap. This work is not covered in the specs. and does not lend itself to measurement.
Work has not started. Work is expected to start on Monday, June 7, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 38,284.87
Present estimate of project cost, including $ 200.00 for work under this order	$ 38,284.87
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Curtis
Resident Engineer

Approval Recommended: /s/ John A. Kerr
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ [illegible]
Division Engineer

Approved /s/ [illegible]
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer

State Printing

Sig to Your

RECEIVED
JUN 1 8 1965
FOR FILING

ER-171(1)

6-96

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon approval of project for Federal funding
JUN [illegible] 5 ME Martin
Group 1-P
U.S. Bureau of Public Roads

Project Name Jordan Creek - McNamers Camp ..... Date June 1, 1965.

Highway Wilson River ..... Contract No. 6596

County Tillamook ..... Prefix 29-1081

Contractor Lowry & Johnson Construction Co. ..... F. A. Project No. ER-171(1)

Address 6325 N. Vancouver Ave. Portland 17, Oregon ..... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State share of flagging.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An anticipated item for which $500.00 was set up in the project authorization.
Anticipated date of start of work: June 4, 1965.
(Work not Started)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$38,284.87
Present estimate of project cost, including $500.00 for work under this order	$38,284.87
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Curtis Baker
Resident Engineer

Approval Recommended: /s/ John A. Pond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

6-15-65

RECEIVED
MAY 26 1965
FOR FILING

F-171(1)
6596

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 20, 1965 is requested in the award of contract for the Jordan Creek-McKinnon Camp Section, Project No. BH-171(1).

The contractor receiving the award is Leary and Johnson Construction, Portland, in the amount of $33,531.60 with the Contract No. 6596 assigned. This bid was received on May 18, 1965 and awarded May 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
MAY 24 1965

FOR COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EE-171(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 21, 1965

Lowry - Johnson Construction
6325 N. Vancouver Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, awarded to you State Highway Contract No. 6396 for the following project:

Intermittent grading on the Jordan Creek-McNamers Camp Section of the Wilson River Highway east of Tillamook in Tillamook County.

This award was based on your bid of $33,831.00 which was submitted to the Commission on May 18, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. F. D. Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

RECEIVED
MAY 7 1965

Form CA-31
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

ER-171(1)

5/6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 4, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-171(1)
Wilson River Highway
M.P. 6.9 Slide Area
State Force Order No. 1

Mr. Young's letter of April 28, 1965 furnished copies of subject State Force Order covering the milepost 6.9 slide portion of subject ER project. Contemplated work consists of aerial seeding and fertilizing of the massive slide area with State Forces and a rented helicopter.

We have approved the use of State force account procedures or the direct performance of the seeding and fertilizing work by use of labor, materials, and equipment furnished by your department and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. You have sufficient available idle equipment to perform most of the work in the time prescribed.

2. Your department is suitably equipped to perform a portion of the work with the amount of equipment rental contemplated, as indicated on your State Force Order and attachment, considered to be not substantially more than required for your normal operations.

3. The amount involved is of a relatively minor nature.

Participation in cost will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances it may even be necessary to provide justification for a new finding in the public interest, e.g., if substantially more equipment is rented than contemplated under subject State Force order. Such procedures will be necessary regardless of whether control of the work is under your construction or maintenance personnel.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young W/attachment 5-6-65

Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

Your State Force order covers furnishing of seed and fertilizer as part of your operations. If you propose to request participation in the cost of these materials, and they are not available from state stocks and ready for use by your employees, you should set forth your anticipated method of procurement so eligibility may be clearly established prior to performance.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approvals herein cannot serve as a commitment or obligation on the part of the United States to provide emergency funds for the work.

Attach.

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Approved
Contingent upon modification of project [illegible] to Original
Date APR 2 3 1965 WE Martin
U.S. Bureau of Public Roads

Order No. 1

Project Name M. P. 6.9 Date April 12, 1965

Highway Wilson River Contract No. F. A. Project No. ER-171(1)

County Tillamook Prefix 29-4704 Account No. 167

Description of Work To Be Done:

Aerial seed slide area above highway to curtail erosion, estimated 32 acres; also fertilize

Location by Station Numbers:

M.P. 6.9

Estimate of Quantities and Costs:

800 lbs. seed (1/3 each of ryegrass, orchard grass & alta fescue) @ 0.22	= $176	
3.84 Tons fertilizer @ 73.90/ton	= 284	
Labor	70	(State crew to deliver state-furnished seed & fertilizer)
Equip. rental	20	(
Helicopter rental	950	Lump Sum
Total	$1,500	

Explanation:

Slide movement stripped all growth from the sides of canyon, leaving them subject to erosion in rains. This work included in restoration estimate and 1965 flood damage assessment.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work or contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 1,500

Present estimate of project cost, including

$ ..... for work under this order $ .....

Expected under-run / over-run (amount) . . . . . $ .....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ John A. Bond, Resident Engineer

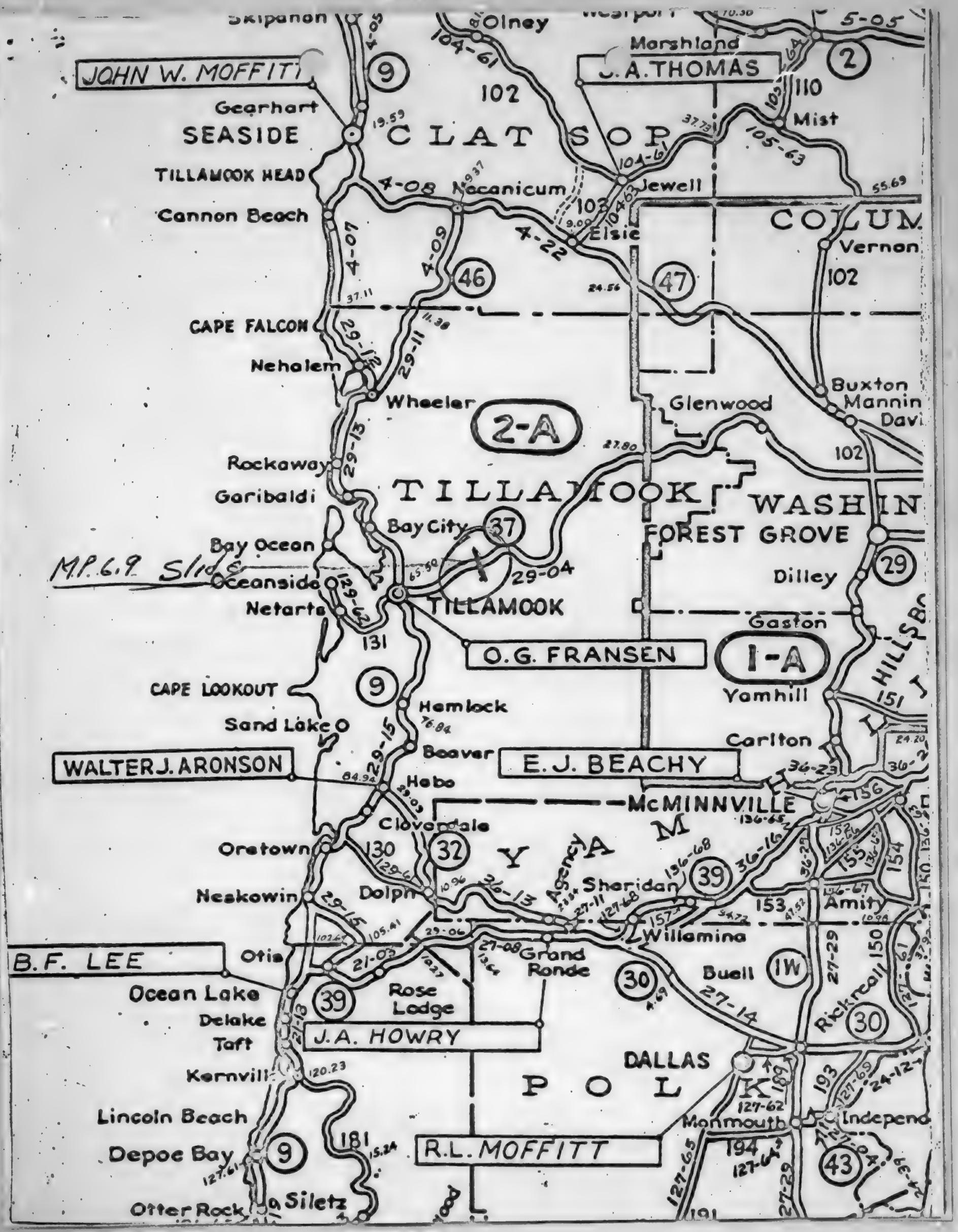
Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing


Skipanon
Olney
Marshland
JOHN W. MOFFITT
J. A. THOMAS
Gearhart
SEASIDE
CLATSOP
Mist
TILLAMOOK HEAD
Necanicum
Jewell
Cannon Beach
Elsie
COLUM
Vernon
CAPE FALCON
Nehalem
Wheeler
Buxton
Glenwood
Rockaway
Garibaldi
TILLAMOOK
WASHIN
Bay City
FOREST GROVE
Bay Ocean
Oceanside
Dilley
Netarts
Gaston
O.G. FRANSEN
CAPE LOOKOUT
Yamhill
Hemlock
Sand Lake
Carlton
WALTER J. ARONSON
Beaver
E. J. BEACHY
Hebo
McMINNVILLE
Cloverdale
Oretown
Agency
Sheridan
Neskowin
Dolph
Amity
Willamina
B. F. LEE
Otis
Grand Ronde
Ocean Lake
Rose Lodge
Delake
J. A. HOWRY
Taft
DALLAS
Kernville
POL
Lincoln Beach
Monmouth
Depoe Bay
R. L. MOFFITT
Otter Rock
Siletz
MP 6.9 Slide

- 505 10

FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 3, 1965

Signed by
H. E. Martin
Dist. Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: H. E. Martin
District Engineer

Oregon Project ER-171(1)
Jordan Cr.-Halfmoon Camp Section
Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustment involved as indicated in Mr. Wright's and Mr. Litchfield's April 23 and March 10, 1965 reports.

Mr. Young's April 29, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Sig'd Young
Clearance
5-5-65

RECEIVED
APR 27 1965
FOR FILING

FORM E-20X—SOM—1-65 SP*6418-734

ER-171(1)
6-96

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1965

SUBJECT: Right of Way Status
Jordan Creek-McNamers Section:
Grade & Slope Protection

To: Mr. L. H. Young
Office Engineer

SALEM

I was advised yesterday by Mr. Turner that a request would be made to advertise the Jordan Creek - McNamers ER project on the Wilson River Highway during this coming week.

A check with the Division Office reveals that no new right of way will be required for the project. We continue to enjoy all rights necessary for the reconstruction of the highway and there should be no reason that the successful bidder might not immediately enter, occupy, and construct, within the existing right of way limits.

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
APR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

101-1126 McEwen-Mason Dam Sec., Sumpter 1965 Valley Hwy. (Grad., Oil. & Struct.)

#6597 Folder # 2

CHA
2849
2684

#6597.

January 30, 1981

ROW-8

Mr. Bob Brown
Project Superintendent
U. S. Department of the Interior
Central Snake Projects Office
214 Broadway Avenue
Boise, Idaho 83702

Dear Mr. Brown:

Right of Way File 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Thank you for your letter of January 21 calling my attention to the unfinished land exchange in connection with the Mason Dam Highway Relocation.

The Right of Way Section regrets this transaction was not completed by the end of December as promised by Ms. Adele Egan. I am assured, however, that the State's deed to the United States will be in the mail this week.

Sincerely,

F. B. Klaboe
Director

bc M. S. Coulter
J. B. Boyd
Adele Egan

AD:jr fn

C4A
2849
2684

United States Department of the Interior
WATER AND POWER RESOURCES SERVICE
~~BUREAU OF RECLAMATION~~
CENTRAL SNAKE PROJECTS OFFICE
214 BROADWAY AVENUE
BOISE, IDAHO 83702

RECEIVED
STATE HWY ENGR
JAN 26 '81
REFER TO
Boyd
FOR
Info | Inves | R/D | D/R | Sign | Act | File
RECEIVED
DOT DIRECTOR
JAN 26 '81
REFER TO
Coulter
FOR
Info | Sign | Act | File

IN REPLY
REFER TO: 320
780.

January 21, 1981

Please advise me
7

Mr. Fred Klaboe
Director of Transportation
Room 135, Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

RE: Your File 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Since April of 1965 this office and the Pacific Northwest Regional Office of the Water and Power Resources Service (formerly the Bureau of Reclamation) have been attempting to finalize a land exchange between the State of Oregon and the United States. The exchange relates to the Mason Dam Highway Relocation.

This office feels that 15 years should be more than adequate time to transact a land exchange. We understand that there has been some turnover in personnel in your agency which has made it difficult to maintain continuity.

Since 1975, however, Adele Egan, of your right-of-way office, has been handling the matter. Over the past five years, despite repeated phone calls and correspondence from this office, little visible progress has been made. Our correspondence has not been answered and the response to our phone calls has been noncommittal.

We were informed by Ms. Egan on January 3, 1980, that all that remained to be done was for the State to draw up and issue a deed to the United States. It would be reviewed by the State's legal department before being issued.

While this office realizes that your right-of-way office must be extremely busy we feel that this transaction has taken an unreasonable length of time to be completed.

#6097.

January 30, 1981

ROW-8

Mr. Bob Brown
Project Superintendent
U. S. Department of the Interior
Central Snake Projects Office
214 Broadway Avenue
Boise, Idaho 83702

Dear Mr. Brown:

Right of Way File 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Thank you for your letter of January 21 calling my attention to the unfinished land exchange in connection with the Mason Dam Highway Relocation.

The Right of Way Section regrets this transaction was not completed by the end of December as promised by Ms. Adele Egan. I am assured, however, that the State's deed to the United States will be in the mail this week.

Sincerely,

F. B. Klaboe
Director

bc M. S. Coulter
J. B. Boyd
Adele Egan

AD:jr fn

We would appreciate your attention to this matter and a prompt completion of the transaction. Please inform this office of the current status of this matter at your earliest convenience.

Sincerely,

Bob Brown

Project Superintendent

577 OREGON HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

Hwy #410, Baker County

NO. 88417

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-19-66			

NOTED
H. S. COX

NOTED
P. B. Arensmeier

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
McEwen-Mason Dam Section on the Sumpter Valley Highway, Baker County, in			677.

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

RECEIVED
JUL 21 1966
ENGINEER
& CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELL

#6577

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 7, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. H. R. Stivers
Assistant Regional Director
United States Dept. of Interior
Bureau of Reclamation
Box 043
Boise, Idaho

Dear Mr. Stivers:

Subject: File 37824 -Mason Dam Section
Sumpter Valley Highway

Mr. Klaboe has referred your letter of June 1, 1976 to this office. Under our present schedule we believe that the Forest Service Agreement should be completed about the middle of August.

If there is any question, please let us know.

Very truly yours,

J. R. Oakes
Assistant Right of Way Engineer

JRO:lb

cc: F. B. Klaboe
R. L. Schroeder
Verne Allen
Adele Egan

RECEIVED
JUN 7 1976
Office of
Assistant State Highway Engineer

United States Department of the Interior

BUREAU OF RECLAMATION
PACIFIC NORTHWEST REGION
FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043-550 WEST FORT STREET
BOISE, IDAHO 83724

IN REPLY
REFER TO: 420

RECEIVED
DOT OPERATIONS
JUN 4 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JUN 1 1976

Mr. Fred B. Klaboe
Administrator and Highway Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon 97310

Dear Mr. Klaboe:

Re: Your File 37824
Mason Dam Section
Sumpter Valley Highway

In your letter to this office dated September 25, 1975, you indicated that you were working with the Forest Service in an effort to complete the pending right-of-way agreement for the relocated section of Oregon State Highway around Phillips Lake Reservoir. It would be appreciated if you could provide this office some idea as to when the agreement with the Forest Service might be completed.

We are, of course, interested in the completion of the agreement so the State can proceed with the issuance of the proposed deed to this Bureau covering certain land and land interests within the Phillips Lake Reservoir Area.

Sincerely yours,

H. R. Stivers

Assistant Regional Director

cc: Regional Forester, Pacific Northwest Region, U.S. Forest Service,
P.O. Box 3623, Portland, Oregon 97208

District Ranger, U.S. Forest Service, Baker, Oregon 97814

Copy To Boyd - TAA
6-4-76

RECEIVED
JUN 4 1976
Office of
Assistant State Highway Engineer

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

6517

#6597

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
SEP 29'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

162.1
1017.5

September 25, 1975

Mr. Norman H. Moore
Acting Regional Director
Bureau of Reclamation
Box 043-550 West Fort Street
Boise, Idaho 83724

File 37824
Mason Dam Section
Sumpter Valley Highway

NOTED
E. S. HUNTER

Dear Mr. Moore

We have your letter of September 18, 1975 addressed to Mr. Klaboe concerning the exchange of documents for the Mason Dam Project.

We have been actively working on this file the past year. Ever since the correspondence in 1966, there has been reluctance in accepting the modified terms of the 1965 Agreement with the Bureau of Reclamation.

We and Forestry have been working on a Stipulation and Application covering the new terms of the transaction. We believe it will be to our mutual advantage to extend our Department of Transportation Easement Deed beyond the project to include other Forest land covered only by Special Use Permit. This will involve new maps and more delays. However, we are also anxious to close this old transaction before any more key people retire. As soon as this phase is consummated, we can turn our attention to the State's deed to the United States and completion of the transaction.

Thank you for writing so that we could have this opportunity to bring you up to date.

Very truly yours

Adele L. Egan
Right of Way Office Manager

AE:nn
cc: Regional Forester
F. B. Klaboe
E. S. Hunter
R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
SEP 29 1975
Office of
Assistant State Highway Engineer

Form 81-734-3122

United States Department of the Interior
BUREAU OF RECLAMATION

FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043-550 WEST FORT STREET
BOISE, IDAHO 83724

37824

IN REPLY
REFER TO: 420

SEP 18 1975

RECEIVED
STATE HWY E...
SEP 19 '75
REFER T
Schroeder
FOR
Info | Inves | R/D | O/R | Sign | Act
Ellis Handle

Mr. Fred Kladoe
Administrator and Highway
Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon 97310

Dear Mr. Kladoe:

During the construction of Mason Dam and Phillips Lake Reservoir in Baker County, Oregon, the United States and the State of Oregon entered into an agreement for the relocation of a section of State Highway No. 410. The relocation agreement was dated April 30, 1965 and is identified as Contract No. 14-06-100-5146.

We are particularly concerned that two major items covered in the relocation agreement have never been completed. These items include the granting of an appropriate right of way to the State for the present location of the relocated section of the Highway and the conveyance of certain State property to the United States.

A suggested draft of deed for the conveyance of the State property was submitted to your office with our letter dated August 23, 1966. A copy of that letter, along with a copy of the suggested draft of deed is enclosed. The proposed deed was further discussed in correspondence between our offices, including letters from Mr. James R. Kuhn, your Staff Attorney, dated December 29, 1966 and March 24, 1967, and in our letters to him dated January 17 and March 20, 1967. Copies of these letters are also enclosed for your easy reference.

It would certainly be appreciated if the State would furnish this Bureau a warranty deed in the form submitted with our August 23, 1966 letter. We do, however, suggest a minor revision in Item 4(b) of the deed to identify the section of Highway involved as being that existing on April 30, 1965, the date of the relocation contract. This suggested revision is noted in pencil on the enclosed draft.

ESH

RECEIVED
SEP 19 1975
Office of
Assistant State Highway Engineer

JOHNNY HORIZON '76
Let's Clean Up America For Our 200th Birthday

The granting of the Highway right of way to the State has been under negotiation between your office and the Forest Service as the lands crossed by the Highway are National Forest Lands. It is our understanding that both the State and the Forest Service are now in agreement on most points involving the Highway right of way. We would, therefore, like to see this long standing transaction also completed.

By copy of this letter, we are asking the Forest Service to renew its efforts to arrive at a satisfactory arrangement covering the Highway right of way.

If there is anything this Bureau can do to bring either of these matters to a satisfactory conclusion, please let us know.

Sincerely yours,

Norman H. Moore

Acting Regional Director

Enclosures

cc: Regional Forester
Pacific Northwest Region
U.S. Forest Service
P. O. Box 3623
Portland, Oregon 97208

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 24, 1967

OFFICIAL FILE COPY
REC'D MAR 28 1967

TO	INIT.	DATE
400	h	3/27
420	[illegible]	✓
424	[illegible]	3/28
W42-4	JW	3/28
150		
155		

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 8008
Boise, Idaho

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Your Reference No. 150
424

Gentlemen:

I have your letter of March 20, 1967, urging our immediate attention to the closing of the Mason Reservoir agreement.

I am indeed sorry for the delay in processing this transaction and apologize for not having completed our review following your letter to us of January 17. Again, I can only restate what I advised you before and that is that due to an extreme shortage of staff I have not had either the time available for myself or someone else to assist in reviewing this transaction. However, I will sincerely agree to get to it just as soon as possible so that the matter can be closed. I beg that you bear with me for just a short additional time.

Very truly yours,

G. E. ROHDE
Chief Counsel

By James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. G. E. Rohde

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

OFFICE OF THE SOLICITOR
FIELD SOLICITOR
BOISE, IDAHO
MAR 21 1967

IN REPLY
REFER TO: 424

MAR 20 1967

Signed by RJV

Mr. James R. Kuhn
Staff Attorney
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Kuhn:

By letter dated January 17, 1967, we furnished you a copy of the agreement between the State of Oregon and the United States covering the relocation of a portion of State Highway No. 410 in the vicinity of the Mason Reservoir of the Baker Project, Oregon. The agreement was furnished for your use in checking the deeds that were submitted to the Highway Department with our letter of August 25, 1966, and which were being reviewed in your office.

We are anxious to complete the exchange of deeds and anything you can do to complete these pending transactions would be appreciated. If you have any questions concerning the deeds, we suggest you contact us either by letter or by telephone.

Very truly yours,

Norman H. Meyer

Acting for H. T. Person
Regional Director

cc:
Project Construction Engineer, Baker, Oregon
Field Solicitor, Boise, Idaho

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 8008
BOISE, IDAHO 83707

IN REPLY REFER TO: 424

OFFICE OF THE SOLICITOR
FIELD SOLICITOR
BOISE, IDAHO
JAN 18 1967

JAN 17 1967

Surnamed by RJT

Mr. James R. Kuhn
Staff Attorney
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Kuhn:

In accordance with our telephone conversation with you on January 13, we are enclosing a conformed copy of the April 30, 1965 contract between the State of Oregon and the United States covering the relocation of a portion of Secondary State Highway No. 410 in the vicinity of the Mason Reservoir of the Baker Project, Oregon.

We believe you will find the deeds submitted to the Highway Department with our letter of August 23, 1966, to be substantially in agreement with the terms of the enclosed contract. The deed from the United States to the State of Oregon gives the actual description of the land being conveyed rather than by reference to its location in relation to the tract acquired by the State as recorded in book 160, page 658. It was indicated, however, in your letter of December 29 that the tract being conveyed to the State should only be 650 feet wide rather 990 feet as described in the deed. According to our records the NE¼SW¼ of Sec. 18, T. 10 S., R. 38 E., is 1320 feet across in an east-west direction. There is a 30 foot County road right of way along the east boundary and the State of Oregon by its deed recorded in book 160, page 658, acquired a parcel of land 300 foot wide adjacent to and westerly of the road right of way. This would leave a 990 foot strip lying west of the State's property. We believe the description in our deed and the description in the aforementioned deed covering purchase by the State clearly show that the two tracts are adjacent to each other.

In preparing the proposed deed from the State to the United States covering the tract described under Article 11(a)(2) of the 1965 contract we started the description at the northeast corner of the tract rather than at the southeast corner as was done in the contract. The description in the deed eliminated double coverage along the east boundary of the tract.

With the exception of the two aforementioned tracts, we believe the descriptions in the deeds follow very closely the descriptions appearing in relocation contract. We hope that upon review of the enclosed conformed copy of the relocation contract that the deeds submitted with our August 23 letter will be found satisfactory to the State.

Very truly yours,

Norman H. Meeks

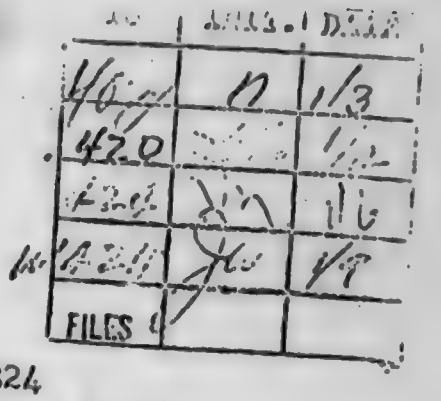
Assistant Regional Director

Enclosure

cc:
Project Construction Engineer, Baker, Oregon
Field Solicitor, Boise, Idaho
(w/encl. copy of ltr from Mr. Kuhn)

LEY. MEMBER
N. MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
December 29, 1966



United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 8008
Boise, Idaho

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Your Reference No. 150
424

Gentlemen:

The proposed deeds submitted to close the agreement for relocation of the McEwen-Mason Dam Section of the Sumpter Valley Highway have been reviewed by our Engineering Department and myself. I am sorry for the delay in answering, but as I informed you in my letter of November 4, I was completely unfamiliar with this relocation project and therefore had to review the agreement to determine the obligations of the State and United States.

Following are our findings indicating that the deeds do not comply with the agreement in several places.

1. Paragraph 10, page 5, of the agreement provides that the United States will convey a 10 acre parcel to the State in exchange for a quitclaim deed from the State to the United States for a similar parcel. In both the deed to the State and to the United States these descriptions, as contained in the agreement, were not used. Our Engineering Department has checked both sets of descriptions and requests that we use the descriptions in the agreement.

Their reasoning seems to be that the description of the parcel to be conveyed to the State, as contained in the agreement, is approximately 524 feet by 850 feet, contains 10 acres and is tied directly to the parcel owned by the State by deed recorded in Book 160, page 658, a portion of which the State will retain. The description, as used in the proposed deed is 524 feet by 990 feet, contains 11.91 acres and is not tied to the State's property.

The description of the parcel to be conveyed to the United States, as contained in the agreement is a portion of the property acquired by the State

by the above mentioned deed. This reference which is lost in the description in the deed is deemed essential to our engineers since the tie in the deed to the State is to the highway right of way, said point being approximately 142 feet south of the east quarter corner.

2. Section 11 of the Agreement of April 30, 1965, provides that the State shall quitclaim to the United States all its right, title and interest in the existing highway between Highway Engineer's Station 210+00 to 503+00. Sections 14, 19, 28 and 29, Township 10 South, Range 38 East, were included in the agreement but eliminated in the proposed deed. Section 30, Township 10 South, Range 39 East, was not included in the agreement but was included in the deed. We agree to this modification, and also suggest the elimination of Section 18, since no portion of the old highway to be conveyed crosses Section 18.

3. Your letter indicated that the parcel conveyed to the State was made subject to a flowage easement pursuant to subarticle 10(c) of the relocation agreement. I can find no reference to such a provision in the agreement of April 30, 1965, and wonder if this is not some revision of which I am not aware. Paragraph 4 of the deed from the State also conveys flowage easements across the portion of the quarry site, old railroad right of way and existing highway retained by the State. If not previously agreed upon, then the revision of the agreement to include these flowage easements would require further action of the State Highway Commission.

4. Paragraph 3 of the deed to the United States releases all the State's interest in Roda material lease, which land is within the reservoir area. Although this is not a part of the agreement, our engineers assure me that there is justification for its release, and no difficulty should be encountered in obtaining approval of the State Highway Commission.

5. The title information furnished seems sufficient as to the 10 acre tract in Section 1[illegible] to be conveyed to the State, except for any portion within the dredged area as the same existed prior to 1959. Both title policies (9988 and 10103) except out any portion within the dredged area. As a matter of fact, is the dredged area south of the tracts involved in this exchange? Also, I am assuming that since the State will now be given a special use permit rather than fee title to the relocated highway, no evidence of title to the remainder of the relocated highway is deemed necessary. As long as we have the assurance of the Bureau of Reclamation and U. S. Forest Service that title has been acquired, I am of the opinion that we need no other evidence.

If you wish further information as to the description, I suggest that a conference be arranged with Floyd Scott of our engineering staff who is familiar with the descriptions and has the responsibility of approving them. I can arrange such a conference if you so desire.

Very truly yours,

G. E. [illegible]
Chief Counsel

By James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. F. C. McKinney
Mr. R. L. Porter

RECEIVED
JAN 8 - 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
January 6, 1971

111 11 37
6271

To: Mr. Earl F. Saling
R/W Office Manager

OFFICE

SUBJECT: File 37824 - U.S.A.
[Forest Service]
McEwen - Mason Dam
Section
Sumpter Valley Highway
Baker County

I have discussed with Mr. Klaboe the matter of the type of conveyance to be used in the conveyance of lands from the Forest Service to the Highway Division on the subject file. We discussed Mr. Morelock's June 16, 1965, memo to the files, wherein Mr. Morelock stated that he was directed to attempt to reach an agreement wherein the State would accept a Forest Service use permit rather than a deed as called for in the State - Bureau of Reclamation agreement dated April 28, 1965.

Mr. Klaboe had no memory of the matter; however, he suggested that in order to bring the matter to a close that we accept an easement deed, and in order to accomplish this that an item be placed on the Commission agenda to alter the April 28, 1965, agreement with the Bureau of Reclamation to take care of the change.

Would you please proceed to make the application for an easement deed for the land involved through the National Forest on the McEwen - Mason Dam Section, Sumpter Valley Highway, Baker County.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

NOTED
TOM EDWARDS

DHM:JP
cc Tom Edwards
F. B. Klaboe

RECEIVED
JAN 7 19
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 5

P. O. BOX 850 • LA GRANDE, OREGON • 97850 • Phone 963-3177

TOM McCALL
GOVERNOR

AUG 14 1970

161-1126

6:11

August 12, 1970

Mr. D. W. Applegate
Project Superintendent
U.S.D.I. Bureau of Reclamation
Central Snake Projects Office
Box 7504
Boise, Idaho 83707

Dear Mr. Applegate:

In reply to your letter of August 10, 1970 in which various items were discussed of work on the relocated Sumpter Valley Highway, we will proceed with the deferred construction involved in the repair of the settlement.

Upon completion of the work, a statement of costs involved will be forwarded.

Very truly yours,

H. S. Coulter
Regional Engineer

HSC:dj

cc: R. L. Porter

RECEIVED
AUG 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

United States Department of the Interior

BUREAU OF RECLAMATION
Central Snake Projects Office
214 Broadway Ave.
Box 7504, Boise, Idaho 83707

NOTED

AUG 11 1970

RECD DIV. OFFICE
LA GRANDE

IN REPLY
REFER TO:

August 10, 1970

H. S. Coulter, Division Engineer
Oregon State Highway Department
P.O. Box 850
LaGrande, Oregon 97850

R. D. HECTOR

Dear Mr. Coulter:

As requested in your July 8 letter, myself and Mr. Ridinger, Regional Engineer, along with Mr. Glenn Starkey, examined the 6.3 miles of relocated secondary State Highway No. 410 around the north side of Mason Dam and Phillips Lake on August 4, 1970. As indicated to Mr. Starkey, immediately following the examination, it appears that the corrective work which can be defined as deferred construction, according to Article 17, contract No. 14-06-100-5146 dated April 30, 1965, is the repair of settlement of fills in several locations. Most of these settled areas were downstream from the dam access. The repair of these settled areas would include raising the roadway pavement, raising the guard rail, and widening the shoulders in some areas.

A 2-inch asphalt overlayment of the entire 6.3 miles is definitely not contemplated by Article 17 of the above referenced contract. Mr. Starkey also suggested that a seal coat of the full roadway surface for the entire 6.3 miles would be desirable in case the 2-inch overlayment was not done. The seal coat also is not covered in the agreement and would not be the responsibility of the Government.

It is suggested that the Oregon State Highway Department proceed with the repair of the settled areas as outlined in the first paragraph above and a statement of costs provided to us for the cost-sharing as per the agreement.

Sincerely,

D. W. Applegate

Project Superintendent

RECEIVED
AUG 3 - 1970
FOR FILING

FID 1-1126
6597

August 3, 1970

Mr. D. W. Applegate
Project Superintendent
U. S. Department of the Interior
Bureau of Reclamation
Central Snake Projects Office
Box 7504
Boise, Idaho 83707

Dear Mr. Applegate:

Thank you for your letter of July 29 advising of the date at which the pool in Phillips Lake, Baker Project, Oregon, reached the agreed elevation of 4062.4.

We are entering in our records for Secondary State Highway No. 410 the dates of June 10, 1970, to June 10, 1975, as those delineating the time in which the Government's responsibility for extraordinary maintenance will prevail.

Very truly yours,

R. L. Porter
State Highway Engineer

bc: Tom Edwards
A. E. Johnson (enc.)
Victor D. Wolfe
R. W. Bothman (enc.)
H. S. Coulter

TE:ja sr

United States Department of the Interior

BUREAU OF RECLAMATION

Central Snake Projects Office
214 Broadway Ave.
Box 7504, Boise, Idaho 93707

IN REPLY
REFER TO:

July 29, 1970

Edwards
Dist. Eng.
mlp

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Mr. Cooper:

Article 17 of Contract 14-06-100-5146, dated April 30, 1965, with the State of Oregon, outlines the Government's responsibility for extraordinary maintenance of the relocated portion of Secondary State Highway No. 410, around Phillips Lake, Baker Project, Oregon.

Recognizing the Government's responsibility to fully protect the state, and, in part, based on operating procedures not yet fully established, the beginning of the 5-year extraordinary maintenance period, which constitutes the Government's responsibility under Article 17, would begin when the reservoir pool reaches 4070.5 feet. The Regional Director's letter of June 12, 1968, explained the possibility of reaching this elevation under normal runoff conditions and increasingly accurate flood forecasting is remote. By letter dated July 2, 1968, you suggested the beginning date of the 5-year extraordinary maintenance begin when the pool elevation reaches elevation 4062.4, which is the normal pool elevation exclusive of provisions for flood control space. By letter dated July 16, 1968, from the Assistant Regional Director, we accepted your suggested pool elevation of 4062.4 feet as the governing elevation to establish the beginning of the 5-year extraordinary maintenance period. This is to inform you that this pool elevation was reached on June 10, 1970, which establishes the end of the 5-year period on June 10, 1975.

For your ready reference we are attaching copies of the above discussed letters.

We would appreciate receiving your approval of the beginning and ending dates of June 10, 1970 and June 10, 1975 of the Government's obligation for extraordinary maintenance of the relocated portion around Phillips Lake of State Secondary Highway No. 410.

Sincerely,

D. W. Applegate

Project Superintendent

Attachments
Copy to: H.S. Coulter, Division Engineer
Oregon State Highway Department
P.O. Box 850, LaGrande, Oregon 97850

(4)

RECEIVED
JUL 30
STATE OF
STATE HIGHWAY ENGINEER

Form 7-1596
(10-66)
Bureau of Reclamation

580.—
Bake

OFFICIAL FILE COPY

Date	Surname	Code
15	[illegible]	205
✓	Harris	200
7/15	Van Alden	150

205

JUL 16 1968

Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We appreciate your early reply to our June 12 letter wherein we suggested certain modifications to the limitations, as set forth in our agreement with the State of Oregon, for establishing the beginning date of the five-year extraordinary maintenance period covering the relocated portion of the State's secondary Highway No. 410 around Mason Dam and Phillips Lake, Baker Project.

Your proposal that pool elevation 4062.4, which excludes the top 8.1 feet allocated to flood storage, be used in establishing the beginning of the five-year extraordinary maintenance period is acceptable.

Very truly yours,

Norman H. Moore

Assistant Regional Director

cc: F.J. O'Connor, Salem, Oregon
R.O. 150

IBIverson:jel
7-15-68

GRO 239-099

RECEIVED
JUL 2 = 1968
FOR FILING

101-1126
6591

July 2, 1968

2353

Mr. H. T. Nelsen
Regional Director
U. S. Bureau of Reclamation, Region 1
Post Office Box 8008
Boise, Idaho 83707

Dear Mr. Nelsen:

Your File No. 205

This is in response to your June 12 letter relative to the relocation of State Highway No. 410 around Mason Dam and Phillips Lake.

It occurs to us that by establishing a beginning date of August 1, 1964, for the responsibility for extraordinary maintenance and deferred construction, a great portion of the five-year period could lapse before water even reaches the pool level of 4062.4 feet. We have only limited data, but it does appear that some of the high fills will be inundated during high water. As an alternate, we suggest the beginning date of the five-year period be that time when the pool reaches an elevation of 4062.4 feet. It is our opinion that this more fully reflects the intention of the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention Donald L. Trout)
A. F. Parson

DLT:fw RLP:ms fn

Routing
Morgan
Parker
Bond
Barbee
Swan
Peace
Morelock
Trout
Scott
Wills
Olson

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

RECEIVED
JUN 20 1968
CONSTRUCTION
DIVISION

IN REPLY
REFER TO: 205

JUN 12 1968

.7350

DRAFT PLEASE

Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Bureau of Reclamation has essentially completed construction of all presently authorized features of the Upper Division, Baker Project. All facilities associated with irrigation, including Mason Dam and Phillips Lake are being turned over to the Baker Valley Irrigation District for care, operation and maintenance.

The reason for this letter to you is our concern over establishing a beginning date for the five years of the Government's obligation for cost of extraordinary maintenance or deferred construction associated with the relocated portion of Secondary State Highway No. 410 around Phillips Lake. Article 17 of Contract No. 14-06-100-5146 with the State of Oregon which defines the Government's obligation is stated in part for your ready reference: "Commencing with acceptance by the State of the relocated road and terminating five years after the date when the water level in the reservoir reaches its normal pool elevation, when any deferred construction is required the State shall promptly notify the United States and shall arrange for a joint inspection by representatives of the parties of the condition to be corrected. Following determination of the corrective work required, the State shall perform such work and after completion of the work by the State and presentation of an itemized statement therefor, the United States shall promptly reimburse the State for the cost thereof."

During our contract negotiations with the State it was recognized the operating criteria for the reservoir had not been fixed and the existing contour maps had not been checked for precise accuracy. Therefore, it was believed prudent to fully protect the State and to recognize the Government's responsibility should the normal pool elevation, which was established as the spillway crest elevation of 4070.5 feet, result in encroachment on the relocated highway fill. We have now established reservoir operating criteria which allots the

top 17,000 acre-feet of capacity, between elevations 4062.4 feet and 4070.5 feet, to flood control. Under this method of operation and our increasingly accurate runoff forecasting the possibility of the reservoir reaching normal pool elevation is unlikely. Also, we have just completed rectification of the reservoir contour maps based on aerial photogrammetry. The corrected contours show that even with the flood control allotment being stored the reservoir pool would be a minimum of 5 feet below the highway fill. Under our operating plan of reserving the top 8.1 feet of the reservoir for flood control, the normal pool elevation will be approximately 13 feet below the lowest points on the highway fill. The attached map, colored to delineate the storage allocations, illustrates the reservoir capabilities. The maximum surcharge elevation would result from an extreme condition temporarily exceeding the capacities of the spillway and outlet works. Under the above described conditions, we are of the opinion that Article 17 of the contract with the State should be interpreted to establish the beginning of the five-year period as August 1, 1966, the first day of the month following completion of the relocated road (see your letter of August 4, 1966 stating work was completed July 20, 1966).

Baker Project Construction Engineer F. J. O'Connor met with your Division Engineer Mr. A. F. Parson on May 23rd to discuss problems which should be corrected prior to Mr. O'Connor leaving the project on June 30th. Mr. Parson indicated that he was familiar with the completed relocated highway and he considered it a sound job with no extraordinary maintenance problems or construction deficiencies existing.

We would appreciate your consideration and confirmation of our proposal to establish a date for the beginning of the five-year period covering the Government's responsibility for extraordinary maintenance and deferred construction.

Very truly yours,

H. T. Nelson

Regional Director

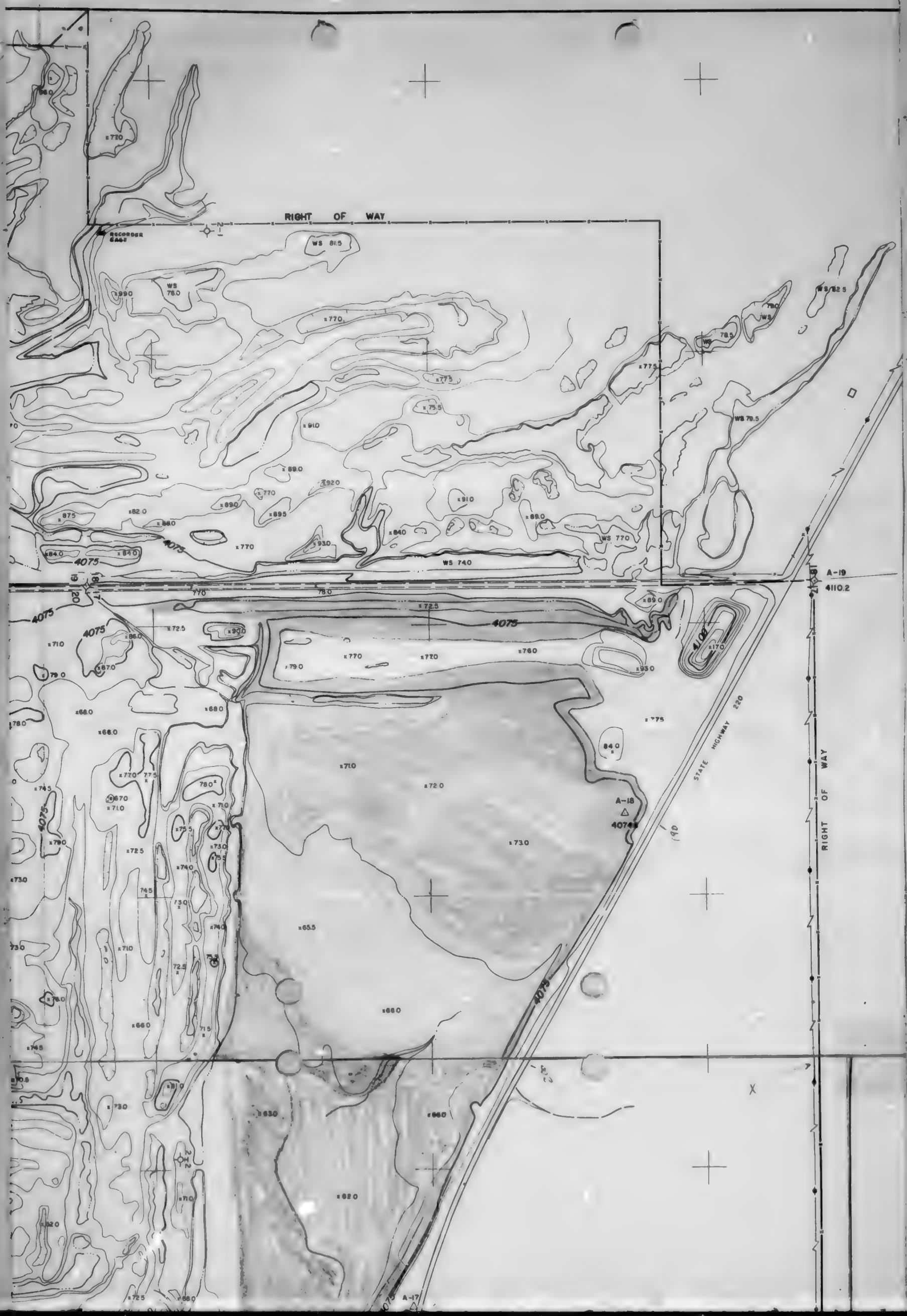
Attachment

Copy to: Project Constr. Engr., Baker, Oregon

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PHILLIPS LAKE
RESERVOIR ALLOCATION DATA

ALLOCATION	ELEVATION	CAPACITY A.F.
DEAD STORAGE	STREAMBED TO 3975	3510
INACTIVE STORAGE	3975 to 3981.5	1490
ACTIVE CONSERVATION	3981.5 to 4050.63	52,540
JOINT USE	4050.63 to 4062.4	21,000
FLOOD CONTROL	4062.4 to 4070.5	17,000
SURCHARGE	4070.5 to 4076	12,870


RIGHT OF WAY
RECORDER GAGE
WS 81.5
WS 78.0
WS 82.5
WS 78.5
WS 79.5
WS 77.0
WS 74.0
4075
4110
A-19
4110.2
A-18
4074.8
A-17
STATE HIGHWAY 220
RIGHT OF WAY

x 52.0

x 72.5

x 68.0

x 58.0

x 65.5

x 56.0

x 53.5

x 51.2

4050

4075

A-17
△
4108.1

0.12

STATE HIGHWAY 220

A-16
△
4138.5

RIGHT OF WAY

PHOTOGRAPH
SCALE 1"= 200'
FLOWN
CONTOU

UNITED STATE
DEPARTMENT OF THE
BUREAU OF RECLA
BAKER PROJE
UPPER VISION-
MASON RESE
TOPOGRAP

DRAWN
TRACED
CHECKED G.H.M.
SUBMITTED
RECOMMENDED
APPROVED

4075

A-15
△
4081.5

4075

PHOTOGRAPH... FLOWN
SCALE 1" = 200' CONTOU...

UNITED STATE...
DEPARTMENT OF THE ...
BUREAU OF RECLA...
BAKER PROJE...
UPPER DIVISION-...

MASON RESE...

TOPOGRAP...

DRAWN ... SUBMITTED ...
TRACED ... RECOMMENDED ...
CHECKED G.H.M. ... APPROVED ...

4075

17 20 21

2-3

A-15
△
4081.5

4075

WAY OF RIGHT

685

RECORDER GAGE

4075

x720

DEER CREEK

A-14
△
4087.6

STATE HIGHWAY 220

4075

520

425

4050

2-4

DRAWN ...
TRACED ...
CHECKED ...

BAKER, OR...

N 16,000

N 17,000

N 18,000

RECEIVED
JUL 19 1968
FILING

101-11-2
6597

IN REPLY
REFER TO: 205

~~7564~~

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

JUL 16 1968

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We appreciate your early reply to our June 12 letter wherein we suggested certain modifications to the limitations, as set forth in our agreement with the State of Oregon, for establishing the beginning date of the five-year extraordinary maintenance period covering the relocated portion of the State's secondary Highway No. 410 around Mason Dam and Phillips Lake, Baker Project.

Your proposal that pool elevation 4062.4, which excludes the top 8.1 feet allocated to flood storage, be used in establishing the beginning of the five-year extraordinary maintenance period is acceptable.

Very truly yours,

Kenneth F. Moore

Assistant Regional Director

7-19-68
REFERRED TO
Hunter - Morgan - Young -
By Asst. State Hwy. Engr.

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

RECEIVED
MAY 20 1968
FOR FILING
101-7126
6597

May 3, 1968

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Referring to the Mason Dam dedication, I note it is set for Saturday, May 18, at 2 p.m. with a luncheon at 11:45 a.m. in Baker at the Baker Hotel.

I suggest an arrival time in Baker of 11:15 a.m. which I believe would mean a departure time from Salem of 9:45 a.m. Let me know if this meets with your approval.

I will take care of travel arrangements in Baker.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

(Copy Portland Office)

cc R. L. Porter
Victor D. Wolfe

cancelled

M A S O N D A M
UPPER DIVISION, BAKER PROJECT
Dedication Committee
P. O. Box 69
Baker, Oregon 97814

March 18, 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

The Mason Dam Dedication Committee, in cooperation with the Baker Valley Irrigation District and the U. S. Bureau of Reclamation, extends to you a cordial invitation to attend the dedication of Mason Dam on May 18, 1968. Congressman Al Ullman of the Second District of Oregon has been asked to give the dedicatory address.

The dedication program will begin at 2 p.m. on Saturday afternoon, May 18, 1968, at the Mason damsite, located on the Powder River about 18 miles upstream from the city of Baker via Oregon State Highway 220. The dedication program is expected to last approximately one hour. Following the formal program a boat show on Phillips Lake is planned.

The Committee also extends an invitation to you to attend a no-host luncheon prior to the dedication. The luncheon will be held at the Hotel Baker in Baker, Oregon, beginning at 11:45 a.m., on May 18, 1968.

We are proud of the Mason Dam and Phillips Lake and the Baker Project, and hope you can join with us in making the dedication an outstanding success.

Sincerely yours,

Charles Gildersleeve
President, Baker County
Chamber of Commerce

Al Ullman
Co-Chairman

Anthony Brandenthaler
Co-Chairman

RECEIVED
NOV 17 1967

FORM E-90X—50M—2-67 SP*23500-754

FOR FILING
101-1126
6597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 15, 1967

NOTED
R. L PORTER

SUBJECT:

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County, Oregon

To:

Mr. G. E. Rohde
Chief Counsel
Legal Division
Salem

Reference is made to your letter of November 6, 1967 concerning the exchange of deeds on the McEwen-Mason Dam Section, Sumpter Valley Highway.

The fourth paragraph of your letter states that a meeting with the Bureau of Reclamation on June 15, 1965 was attended by Alfred Shirley, Jr. This is in error. Mr. Shirley attended only the meeting on August 19, 1966 at Boise, Idaho. We do not know who represented this department in that June 15 meeting; perhaps, someone from the Construction Division.

A. F. Parson
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Asst. Division Engr.

AS:md

cc. Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. E. F. Saling

RECEIVED
NOV 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM, E-123X 50M 7-65
RECEIVED
NOV 10 1967
FOR FILING
101-1126
6597

R. L. Porter c

STATE HIGHWAY COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 8, 1967

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 8008
Boise, Idaho

NOTED
R. L. PORTER

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County, Oregon

Your Reference No. 150
424

Gentlemen:

Your letter of September 15, 1967, written to Mr. Forrest Cooper, the State Highway Engineer, has been referred to this office for a reply.

You mention that the proposed exchange of deeds between the United States and the State of Oregon is being made in accordance with the agreement dated April 30, 1965, which was entered into in connection with the relocation of a portion of State Highway No. 410 in the vicinity of the Mason Reservoir of the Baker Project, Oregon.

In reviewing the agreement, it appears that Paragraph 10 (a) thereof provides that the United States was to convey to the State that portion of the relocated highway designated in Paragraph 10 (a) and not just the property which was covered by Paragraph 10 (c).

On August 23, 1966, the Bureau of Reclamation wrote to Mr. Cooper advising him that as a result of a meeting which took place on June 15, 1965, and which was attended by Mr. Alfred Shirley, Jr., Assistant Division Engineer from La Grande, Oregon, and representatives of the United States Forest Service and Bureau of Reclamation, it was agreed that the State would accept a Forest Service special use permit for the relocated highway right of way instead of the quitclaim deed which was provided for in the agreement.

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

United States Department of Interior November 8, 1967

I am sure you realize that, since there was an existing agreement between the United States and the State of Oregon, the agreement could not be modified or altered without further action on the part of the Highway Commission. Before submitting any proposal for a modification of the original agreement to the Highway Commission, I feel it necessary that there should be sent to this office, for review, a draft of the proposed Forest Service special use permit, in order that I can properly advise the Commission with respect to the changes which are being contemplated. I am particularly interested in the conditions which may be included in the permit. Could we also be advised whether or not the State can expect to receive satisfactory evidence of title to the relocated right of way as provided in Paragraph 10 (d) in the agreement.

We appreciate your concern for having this relocation agreement completed in the near future and hope that you understand the position we have taken in the matter. I had every intention to reply to your letter before this time, but since Mr. James R. Kuhn, who was familiar with the transaction, is no longer in State employment, it was necessary to acquaint myself with the contents of our file before writing this reply.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER-AJV:bb
cc: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Alfred Shirley, Jr.
Mr. E. F. Saling

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE REGION I
BOX 8008
BOISE, IDAHO 83707

IN REPLY
REFER TO 424

SEP 15 1967

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Please refer to our letter of August 23, 1966, in which we forwarded to your office a signed deed conveying certain land to the State of Oregon and also furnished a suggested draft of deed by which the State would convey certain land and interests in land to the United States. This proposed exchange of deeds being made in accordance with the terms of the contract between the State of Oregon and the United States dated April 30, 1965, Contract No. 14-06-100-5146, covering the relocation of a portion of Secondary State Highway No. 410 to accommodate the Mason Dam and Reservoir of the Baker Project, Oregon.

We would like to complete this transaction to fulfill the terms of the relocation contract and also to permit all right of way matters to be taken care of before personnel who are familiar with the lands involved are assigned to other projects and areas. It would, therefore, be appreciated if you would have the proposed deed from the State executed and forwarded to this office as soon as possible.

Very truly yours,

Norman H. Moore

Acting for H. T. Nelson
Regional Director

Orig. to Rohde
9-18-67

RECEIVED
OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Klaboe C

RECEIVED
AUG 28 1967
FOR FILING

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 25, 1967

101-1126
6597

To: Mr. G. E. Rohde
Chief Counsel
Office

SUBJECT: File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

The Bureau of Reclamation has sent to us the deeds to effect the exchange of property as provided for in the Mason Dam Agreement of April 30, 1965.

A draft of the deed from the State to the United States is attached to the file and I have noted thereon that it is approved as to form. With the exception of the description contained in Paragraph 1, it fully complies with Paragraph 11 of the Agreement. The Bureau has modified the description without changing the area, and this modification has been approved by the office of Floyd Scott as noted on the draft on file. A final draft should be prepared by E. F. Saling's office and submitted for your approval as to form.

The Bureau has delivered to us an executed deed conveying the tract as provided in Paragraph 10 (c). The description as contained in the deed has also been modified, but this also has received the approval of Floyd Scott's office as noted on the draft. I have approved this as to form insofar as it covers Paragraph 10 (c). The United States has given us satisfactory proof of title as to the tract contained in this deed. This evidence is in the form of a copy of the title insurance policy issued to them. However, they have furnished us with no evidence of title as to the relocated highway as hereinafter discussed.

However, there may be a reason why the execution of the deed from the State and the acceptance of the deed to the State should be held up. The Agreement of April 30, 1965, provided in Paragraph 10 (a) that the United States shall convey to the State the relocated highway subject to a flowage easement. The Bureau of Reclamation, in sending the deed from the United States, informed us that as a result of an agreement between the Forest Service, the Bureau, and Alfred Shirley, Jr., our Assistant Division Engineer in La Grande, the State would accept a Special Use Permit instead since the land through which the highway would run would be given

NOTED
E. B. KLABOE

RECEIVED
SEP 2 1967

Forest status. I notice that Mr. Saling has been working with the Forest Supervisor in working out a satisfactory permit. This, however, was prior to the directive issued by the National Forest Service that Special Use Permits would no longer be issued.

Therefore, before the State executes and delivers the deed, you may wish to undertake further negotiation with the Bureau as to the title the State will receive for the relocated highway. Under the present policy of the Forest Service, perhaps the State should insist upon performance of the original agreement as set forth in Paragraph 10 (a) of the Agreement of April 30, 1965.

JAMES R. KUHN
Staff Attorney

JRK:bb
cc: Mr. F. B. Klaboe
Mr. E. F. Saling

RECEIVED
JAN 3 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
101-1126
6"c"4 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1966

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 8008
Boise, Idaho

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Your Reference No. 150
424

R. L. PORTER

Gentlemen:

The proposed deeds submitted to close the agreement for relocation of the McEwen-Mason Dam Section of the Sumpter Valley Highway have been reviewed by our Engineering Department and myself. I am sorry for the delay in answering, but as I informed you in my letter of November 4, I was completely unfamiliar with this relocation project and therefore had to review the agreement to determine the obligations of the State and United States.

Following are our findings indicating that the deeds do not comply with the agreement in several places.

1. Paragraph 10, page 5, of the agreement provides that the United States will convey a 10 acre parcel to the State in exchange for a quitclaim deed from the State to the United States for a similar parcel. In both the deed to the State and to the United States these descriptions, as contained in the agreement, were not used. Our Engineering Department has checked both sets of descriptions and requests that we use the descriptions in the agreement.

Their reasoning seems to be that the description of the parcel to be conveyed to the State, as contained in the agreement, is approximately 524 feet by 850 feet, contains 10 acres and is tied directly to the parcel owned by the State by deed recorded in Book 160, page 658, a portion of which the State will retain. The description, as used in the proposed deed is 524 feet by 990 feet, contains 11.91 acres and is not tied to the State's property.

The description of the parcel to be conveyed to the United States, as contained in the agreement is a portion of the property acquired by the State

RECEIVED
DEC 30 1966
OFFICE OF

by the above mentioned deed. This reference which is lost in the description in the deed is deemed essential to our engineers since the tie in the deed to the State is to the highway right of way, said point being approximately 142 feet south of the east quarter corner.

2. Section 11 of the Agreement of April 30, 1965, provides that the State shall quitclaim to the United States all its right, title and interest in the existing highway between Highway Engineer's Station 210+00 to 503+00. Sections 14, 19, 28 and 29, Township 10 South, Range 38 East, were included in the agreement but eliminated in the proposed deed. Section 30, Township 10 South, Range 39 East, was not included in the agreement but was included in the deed. We agree to this modification, and also suggest the elimination of Section 18, since no portion of the old highway to be conveyed crosses Section 18.

3. Your letter indicated that the parcel conveyed to the State was made subject to a flowage easement pursuant to subarticle 10(c) of the relocation agreement. I can find no reference to such a provision in the agreement of April 30, 1965, and wonder if this is not some revision of which I am not aware. Paragraph 4 of the deed from the State also conveys flowage easements across the portion of the quarry site, old railroad right of way and existing highway retained by the State. If not previously agreed upon, then the revision of the agreement to include these flowage easements would require further action of the State Highway Commission.

4. Paragraph 3 of the deed to the United States releases all the State's interest in Rods material lease, which land is within the reservoir area. Although this is not a part of the agreement, our engineers assure me that there is justification for its release, and no difficulty should be encountered in obtaining approval of the State Highway Commission.

5. The title information furnished seems sufficient as to the 10 acre tract in Section 18 to be conveyed to the State, except for any portion within the dredged area as the same existed prior to 1959. Both title policies (9988 and 10103) except out any portion within the dredged area. As a matter of fact, is the dredged area south of the tracts involved in this exchange? Also, I am assuming that since the State will now be given a special use permit rather than fee title to the relocated highway, no evidence of title to the remainder of the relocated highway is deemed necessary. As long as we have the assurance of the Bureau of Reclamation and U. S. Forest Service that title has been acquired, I am of the opinion that we need no other evidence.

If you wish further information as to the description, I suggest that a conference be arranged with Floyd Scott of our engineering staff who is familiar with the descriptions and has the responsibility of approving them. I can arrange such a conference if you so desire.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. F. C. McKinney
Mr. R. L. Porter

RECEIVED
OCT 1966
HIGHWAY COMMISSION

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

101-1126
6597

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1966

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 8008
Boise, Idaho

File No. 37824
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

Your Reference No. 150
424

Gentlemen:

This will acknowledge receipt of your letter of August 23, 1966, for the exchange of properties as provided in the contract of April 30, 1965. Enclosed in the letter were the original deed from the United States to the State of Oregon dated August 23, 1966, original and one copy of proposed deed from the State of Oregon, and the copy of the deed and title certificate under which the United States acquired title.

The matter was recently referred to me for review and since I had not previously worked on the exchange agreement, a complete review of the files became necessary. The documents are presently being checked by our Engineering Department and I hope to have their answer soon. At first impression, the descriptions in the deeds appear to differ from the descriptions as set forth in the agreement. I trust these matters can be reconciled without additional approval of the State Highway Commission.

I shall answer more fully as soon as our review has been completed.

NOTED
R. L. PORTER

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. F. C. McKinney
Mr. R. L. Porter

RECEIVED
7 1966

RECEIVED
OCT 27 1966
FOR FILING

101 1126
6597

October 26, 1966

J. H. Conley, Inc.
General Contractor
1700 N. E. 153rd Place
Portland, Oregon 97230

Gentlemen:

Re: McEwen-Mason Dam, Sumpter Valley Highway
Contract No. 6597

Reference is made to your October 5 letter to Resident Engineer Stump concerning the subject section in which you requested reconsideration of your request for an extension of time.

We have thoroughly reviewed the facts surrounding your request. Your letter indicated that the difference in final quantities of excavation at the easterly end exceeded the plan excavation by 37,000 cubic yards. A review of our records indicated a difference of approximately 13,000 cubic yards. This difference was resolved in a telephone conversation with your office manager on October 24, 1966. The actual difference in excavation amounts to 13,343.1 cubic yards, and represents an 8.95 percent increase in this one area. The total excavation, however, underran the plan quantity by 2.78 percent. The difference in excavation in this area was considered in your first request for an extension of time. By Commission action, dated January 25, 1966, you were granted an extension to November 12, 1965, from the specified completion date of October 31. We believe this was a fair and liberal extension based on the estimated quantities. Since the final quantities closely approximate the earlier figures, we can find no reason to grant any time in addition to that already granted.

Although the Bureau of Reclamation may not have suffered any inconvenience due to the delay in completion of the early unit, this is not a valid reason for granting a time extension under the contract specifications which controlled this project.

Your statement that you had equipment on a standby basis for a long period of time was considered in one of your earlier requests. This was not done at our request and it appears the main reason your shovel operations were not commenced at an earlier date was due to your own plan of operation.

It is our belief that you have not presented any new reasons which have not been completely investigated. We therefore must deny any consideration for additional time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Malson
L. H. Young
A. F. Pearson

JAB:DES:ug srb

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 25, 19666

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
McEwen-Mason Dam
Sumpter Valley Highway
Contract No. 6597

We have received a letter from J.N. Conley, Inc., contractor on the subject section, requesting reconsideration of his earlier requests for extension of time. The contractor requested extensions of time in November, 1965, January and March, 1966. His latest request concerns variations in the plan quantities of excavation, lack of inconvenience to the Bureau of Reclamation, and equipment on the project alledgedly on a standby basis. This all relates to the early unit.

The contractor has indicated that there was some 37,117 cubic yards additional excavation added to this contract at the easterly end. When this was reviewed, we could only account for approximately 13,000 yards difference. Mr. Conley's office manager indicated in a telephone conversation with us this week that he had made a 24,000 yard error. The additional excavation actually amounts to 13,343.1 cubic yards over the plan quantity, and represents an 8.95 per cent increase in this one area. The total excavation, however, underran the plan quantity by 2.78 per cent. The difference in excavation in this area was covered in our letter of November 29, 1965. The contractor was granted an extension to November 12, 1965 (from the October 31 date specified) on the early portion of the contract by Highway Commission action dated January 25, 1966. This was a liberal extension based on the estimated quantities at that time. The final quantities approximate those available when this request was submitted.

The Bureau of Reclamation did not suffer any inconvenience by the delay in completion of the early unit, but this cannot be considered as a reason for granting an extention of time.

The contractor's allegation that he had equipment on a standby basis for a long period of time may be true, but it was not at our request. Our letter of March 30, 1966 covered this part of the contractor's request. It appeared then, and we

have no information to the contrary now, that the main reason the contractor did not start his shovel operations at an earlier date was due to his own plan of operation to avoid a long move for his shovel to the opposite side of the summit. The liquidated damages amount to $3800.

It is our opinion that Mr. Conley has not presented any new reasons which have not been adequately investigated. We recommend that the contractor be advised that we cannot concur in an additional extension of time. A rough draft to the contractor is attached. We assume since this request is in letter form it does not require formal Highway Commission action.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB/DES:sg
Attachment

cc: A.F. Parson

RECEIVED
OCT 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1966
FORM E-20 50M 10-66 SP*23401-734

FOR FILING
101-1126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1966

SUBJECT: Mason Dam Relocation
Sumpter Valley Highway

To: Mr. R. L. Porter
Deputy Highway Engineer

L Building

It is my understanding that the Bureau of Reclamation has made some inquiry with respect to land transfers with state involving the Mason Dam relocation.

Please find attached copy of a letter from Mr. Jim Kuhn, our title attorney handling this matter.

I am sure that as soon as the title problems are resolved we will notify the Bureau of Reclamation of our acceptance or of any necessary revisions required to conform to the agreement.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachment

cc: Jim Kuhn
G. E. Rohde

RECEIVED
OCT 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5ON 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 19, 1966

To: Mr. G. E. Rohde
Chief Counsel
O f f i c e

SUBJECT: Mason Dam Relocation
Sumpter Valley Highway

You requested a status report on the conveyance from the Bureau of Reclamation to the State in connection with the Mason Dam highway relocation.

Since the description had never been officially checked by the Construction Department, it was immediately referred to Floyd Scott. They advised me that their work will be finished soon and the file returned to the Right of Way Department.

Along with the proposed deed the Bureau of Reclamation sent the Certificate of Title showing their ownership. These will be examined by our Title Section to determine sufficiency.

The Bureau of Reclamation will then be advised of our acceptance or of any revisions necessary to conform to their agreement.

James R. Kuhn

JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. Forrest Cooper

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX ~~937~~ 8008
BOISE, IDAHO 83707

IN REPLY
REFER TO: 150
424

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

AUG 23 1966

Dear Mr. Cooper:

As indicated in your letter of August 4, 1966, the work on the relocation of a portion of Secondary State Highway No. 410, made necessary by the construction of the Mason Dam, a feature of the Upper Division of the Baker Project, Oregon, and provided for under the contract of April 30, 1965, between the United States and the State of Oregon, Contract No. 14-06-100-5146, has been completed. The work performed has been accepted by both parties.

It now becomes necessary to proceed with the exchange of rights-of-way provided for by the above-mentioned contract. As you know, it was agreed among representatives of your office, the U. S. Forest Service, and the Bureau of Reclamation in a meeting in Portland, Oregon, on June 15, 1965, that the conveyance of the right-of-way for the relocated highway would be accomplished by the issuance of a Forest Service Special Use Permit rather than by the issuance of a quitclaim deed, as provided in subarticle 10(a) of the relocation agreement.

In a meeting in this office on August 19 among representatives of the Forest Service, the Bureau, and Mr. Alfred Shirley, Jr., Assistant Division Engineer from LaGrande, Oregon, representing your Department, it was agreed that the issuance of the Special Use Permit would be accomplished just as soon as the lands involved were given National Forest status. This should be accomplished within the next few weeks.

In addition to the issuance of the Special Use Permit for the relocated road, it is necessary for the United States, acting through the Bureau of Reclamation, to convey to the State by quitclaim deed, subject to a flowage easement in favor of the United States, title to an 11.91-acre tract as provided in subarticle 10(c) of the relocation agreement. A quitclaim deed effecting this conveyance is enclosed. We are also enclosing for your information a copy of the deed by which the United States obtained title to the property in question and a copy of the Certificate of Title issued in connection with the acquisition.

Orig. & Route
8-25-66

Under the terms of article 11 of the relocation contract, the State is obligated to convey to the United States all the State's right, title, and interest in and to those portions of State Highway No. 410 as it existed on April 30, 1965, between relocated Highway Engineer's Centerline Station approximately 210+00 to approximately 503+00, together with all right, title, and interest of the State in and to the abandoned Sumpter Valley Railroad right-of-way between the same highway stations. The State is further obligated to convey to the United States all its right, title, and interest in and to a 10-acre tract in the SE¼ of section 18, township 10 south, range 38 east, Willamette meridian, and in and to that certain agreement for "Lease and Sale of Road Materials" between C. F. Roda and Beulah Roda, husband and wife, and the State of Oregon, dated January 25, 1957. The agreement further provides for the granting by the State of a perpetual and assignable flowage easement over, upon, and across a small parcel of land located in the SE¼ of section 18, township 10 south, range 38 east, Willamette meridian, and all that portion of the abandoned Sumpter Valley Railroad right-of-way and that portion of existing State Highway No. 410 beginning at Highway Engineer's Centerline Station approximately 210+00 of the relocated highway running in a westerly direction to the west line of section 17, township 10 south, range 38 east, Willamette meridian.

We have prepared for your review and approval a draft of quitclaim deed to be issued by the State to effect the conveyances provided for by the agreement. If the draft is satisfactory to your office, please prepare it in final form and execute it at your earliest convenience. The issuance of this deed is actually a condition precedent to the Government's giving National Forest status to the project lands, which in turn must be accomplished before the Forest Service can issue the Special Use Permit for the relocated road.

Sincerely yours,

Norman H. Moore

Acting for H. T. Nelson
Regional Director

Enclosures

Copy to: Regional Forester
P. O. Box 3623
Portland, Oregon

Mr. Alfred Shirley, Jr.
State of Oregon Highway Department
LaGrande, Oregon

RECEIVED
AUG 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1966
OREGON
STATE

EIVED
7 1966
FILING
-1126
597

October 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6597 awarded to J. N. Conley, Inc., for grading, oiling and structure on the Baldwin-Mason Dam Section of the Sumpter Valley Highway in Baker County was completed on July 30, 1966, and accepted by the Highway Commission on October 13, 1966.

Final payment in the amount of $34,830.07 will be released to the contractor after October 21, 1966. The total contract amount is $1,175,436.76 including $8,513.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: J. N. Conley, Inc.
4332 N. E. Royal Court
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 14 1966
FOR FILING
101- 1126
6597

October 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1966, on Contract No. 6597. The contract was with J. H. Conley, Inc., and was for grating, oiling, and structure on the Mahoon-Mason Dam Section on the Sumpter Valley Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 13, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. E. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

hg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McEwen - Mason Dam		WEEK ENDING: September 2, 1966
		SECTION PREFIX: 101-1126
HIGHWAY: Sumpter Valley		COUNTY: Baker
NAME OF JOB: McEwen - Mason Dam	KIND OF WORK: Grading, Oiling, Structures	
CONTRACTOR: J.N. Conley, Inc.	CONTRACT NUMBER: 6597	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 21, 1965	DATE WORK STARTED: June 16, 1965	ESTIMATED COMPLETION DATE: July 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,358,661.37	SPECIFIED COMPLETION DATE: July 31, 1966	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,262,045.45	ENGINEERING AUTHORIZATION: $96,615.92 ~~96,785~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,187,414.43	ENGINEERING COST TO DATE: $96,785.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -5 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: July 30, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.35	6.35		6.35	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.35	6.35		6.35	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	619,500	137,900		6970cy 737ton	
TOTAL QUANTITIES CORRECTED TO DATE	602,300	138,776		7070cy 737ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	602,300	138,776		7070cy 737ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Two men in office working on semi-final estimate.
TUESDAY	Two men in office working on semi-final estimate.
WEDNESDAY	Two men in office working on semi-final estimate.
THURSDAY	Two men in office working on semi-final estimate.
FRIDAY	Two men in office working on semi-final estimate.
SATURDAY	

REMARKS

Two men in office all week working on semi-final estimate.

Semi-final estimate completed and delivered to Division Office as of this date September2, 1966.

Final Report

SIGNED [signature] LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

L 1966
ING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE REGION I
BOX 8008
BOISE, IDAHO 83707

4005

AUG 26 66

IN REPLY
REFER TO: 424

AUG 23 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Your letter of August 4, 1966 advised that work was completed under your Contract No. 6597, covering the construction of the relocated portion of State Highway 410 around the Mason Reservoir Site of the Baker Project, Oregon. The work accomplished under the aforementioned contract has been examined and is acceptable to the Bureau of Reclamation.

We understand there are still some minor work items to be performed on the relocated Highway such as seeding the cut and fill slopes, painting a center stripe, posting of appropriate signs, etc. It is our understanding that these itmes will be performed by State forces or under appropriate work contracts.

Very truly yours,

Norman H. Moore

Regional Director
Acting for H. T. Nelson

Copy to: Division Engineer, Oregon State Highway Dept.
LaGrande, Oregon
Project Construction Engineer, Baker, Oregon

copies
REFERRED TO
Young - Morgan - Fraser - Parson
BY ASST. STATE HWY. ENGR.
8-29-66

RECEIVED
AUG 2 [illegible]
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 [illegible] 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1966
FOR FILING
10/ 11 AM
6597

April 25, 1966

J.N. Conley, Inc.
4332 N.E. Royal Court
Portland, Oregon

Gentlemen:

The State Highway Commission at its April 21 meeting considered your request for an extension of the specified completion date for the "early unit" from October 31, to December 20, 1965, on Contract No. 6597 on the McEwen-Macon Dam Section of the Sumpter Valley Highway in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc A.F. Parsons
M.M. Stump
L.H. Young
F.D. Morgan
C.H. Maleen

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1966

SUBJECT: Extension of Time
McEwen - Mason Dam Section
Sumpter Valley Highway
Contract No. 6597

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

L

Attached is a request from J. N. Conley Inc., contractor on the subject contract for an extension of the specified completion date from October 31 to December 20, 1965.

On November 29, 1965 and on January 20, 1966 we submitted requests from the contractor concerning additional time on the "early unit". The first request was presented to the Highway Commission at their January meeting and the completion date was extended to November 12, 1965. The actual completion date of the "early unit" was December 20, 1965. Liquidated damages totaling $3,800.00 have been withheld for the 30 penalty days between November 12 and December 20. The second request did not include any additional or new reasons for granting an extension and the request was denied.

The attached request is based on an alledged change in earthwork distribution in the summit cut between Stations 446 and 456. The contractor states that there was some question during the first week in August that the planned excavation on the easterly end of the project would not be adequate for the required easterly embankments. He indicates that work was halted in this cut until such time as the need for this material on the easterly end of the project could be determined.

Our field engineers report that at no time was the contractor directed to delay his operations in the summit cut and in fact they expressed some concern to him concerning the idle time of a 5 yard shovel during part of July, all of August and half of September. On October 6 the contractor again started work in this cut and completed it on November 20, 1965. Final

quantities indicate that 4,601 yards more material were moved to the east than was indicated on the plans. However, the total excavation in this cut, which is all in the early units, underran the plan quantity by 2,718 cubic yards. It appears the main reason the contractor did not start his shovel operations at the summit cut at an earlier date is that he was engrossed in constructing the grade between Station 470 and the east end and that his intention always was to excavate toward the summit from the east rather than make an extra, long, circuitous, move of the shovel to get in earlier on the west side of the summit. A print of Sheet 12 of the plans is attached for your information. This sheet shows the work area concerned.

In our opinion this request does not present a valid reason for granting a time extension and appears to be a refinement of the contractor's earlier request. We recommend that it be denied. This is also the Division Office recommendation.

A rough draft of a letter to the Highway Commission is attached in the event you wish to submit this to them for their consideration.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
MAR 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Sec. 24, T. 10 S.,

...0' Sp.
S-20°00'
0-2.5

RIW

+50

Const Cutoff Ditch
For Quant, See Sheet 11

440

125'

441+58.82 PSC.

10° C.R.
I2-54°32'30"
T1-491.07'
T2-491.16'

443+50

250' Sp.
S-12°30'
0-4.0

443+79.24 PCS.

+00

Const Guard Rail
For Quant,
See Sheet 11

RIW

100'

40

12'

12'

80'

445

"D" 20° C.R.

"D" LINE
(Temporary Detour)
For Detour Plan & Profile
Not Shown See Sheet 11A

Exist Fence

Const. Guard Rail-600'
S 5°56'30"E

446+29.24 PT

446+80.35 PS

"Early U

10° C.L.
I2-82°21'
T2-629.92
2-250'-Sp.
S-12°30'
0-4.0

From "D" 10+00

+00 Inst 18" Culv. Pipe-204'
Const Inlet & Outlet Ditches
Tr Exc 18 C.Y.
Ditch Exc 7 C.Y.

"D" 8° C.L.

+50

40

80'

450

440+30.35 PSC.

451+00.00 POC

130'

+00

4210

4200

4190

4180

4170

4160

4150

Finish Grade 11' At & Lr

18¼"

+C.7977

6½"

Subgrade

700' V.C.

5.0% V.C. (Detour)

45

Ground Line of ℄

(Detour) Finish Grade 12' At ℄

+7.206

40

See Sheet 11A

Exc 3,765 (Detour)

Emb 3,758 (Detour)

See Sheet 11

Emb. 7,281

Exc 23,774

Emb 20,690

Overhaul-4 C-10 Sta

Emb-2833

Overhaul 766 C-Yd. Sta.
From Sta 439+15

Emb 4309

440

445

450

Sec. 24, T. 10 S., R. 38 E., W.M.

McEWEN-MASON
SUMPTER VALLE
BAKER CO

FED. ROAD Div No.	STATE
8	OREGON

"Early Unit"

To Sta. 515+00

10° C.L.
Ta-82°21'00"
Ts-629.92'
2-250' Sp
S-12°30'
D-4.0

Inst 18" Galv. Pipe-50'
Inst End Section
Inst Inlet & Outlet Ditches
Const Inlet 15 C.Y.
Tr. Exc. 3 C.Y.
Ditch Exc.

210' Sp.
S-11°01'30"
D-5.0

10°30' C.L.
Ta-74°05'30"
Ts-519.28'

RT 12

464+54.00 PSC.

466+44.00 PSC.

451+00.00 POC

455+03.85 PCC

457+53.85 PT Bk. EQUA.
457+55.32 POT Ah.

Const Type I Fence

S 88°16'30" E

S 71°53'00" E.

460

465

455

100'

90'

Const Guard Rail-1600'

450+88.17 PSC.

460+00.17 PSC.

463+61.36 PT.

4646+61.36 PCC

6° C.R.
Ta-16°29'30"
Ts-237.75'
2-200' Sp
S-6°00'
D-3.0

Const. Cut
V Bottom
Ditch

EXIST SUMPTER VALLEY

Tel Pole

Exist Fence

98.53'

EQUATION

457+53.85 PT Bk.
457+55.32 POT Ah.

4210
4200
4190
4180
4170
4160
4150

4150
4140
4130
4120
4110

700' V.C.

-6.00

Finish Grade 11' Lt.

Subgrade

Ground Line at ℄

Exc. 512
Emb 660

Exc. 26,55
Emb 83

Embankment Found. Exc. 2981
Emb 2,981

Exc. 11,589

Exc. 7,206
Emb 9,299

Exc. 2,270

Exc. 1730

Exc 8,001

Exc. 3,042

To Sta. 307+00

To Sta. 504+00

435

460

465

8V-235

R.38 E.,W.M.

McEWEN-MASON DAM SECTION SUMPTER VALLEY HIGHWAY BAKER COUNTY				SHEET No. 12
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

To Sta. 515+00

Inst 18" Conc. Pipe-30'
Inst End Section
Inst Inlet & Outlet Ditches
Const 15 C.Y.
Ir. Exc. 3 C.Y.
Ditch Exc

210' Sp.
S-11°01'30"
D-5.0

464+54.00 PS

466+44.00 PSC

10°30' C.L.
Ta-74°05'30"
Ts-519.28'

Rt 2

Rt

Const Cutoff Ditch
V Bottom, 1½:1 Sl. Nom Depth-2'
Ditch Exc 149 C.Y.

457+53.85 PT Bk. EQUA.
457+55.32 POT Ah

Const Type I Fence

S 71°53'00" E

S 88°16'30" E

Const Guard Rail-1600'

460

465

100'

455+03.38

455

450+88.17 PS

460+08.17 PSC

461+61.36 PCS

463+61.36 PT

6°CR
Ta-16°29'30"
Ts-237.75'
2-200' Sp
S-6°00'
D-30

EXIST. SUMPTER VALLEY HWY.

Tel Pole

Exist Fence

93.53'

EQUATION

457+55.85 PT Bk.
457+55.32 POT Ah.

4210
4200
4190
4180
4170
4160
4150

4150
4140
4130
4120
4110
4100

4190
4120
4110
4100

Finish Grade 11' Lt

-6.00

Subgrade

Ground Line at ℄

Exc. 519
Emb 660

Exc. 28,557
Emb 831

See Sheet 13

Embankment Found. Exc-2481
Emb 2,981

Exc. 11,582

To Sta. 477+00

Exc. 7,206
Emb 9,299

Exc. 2,270

To Sta. 497+00

Exc 8001

To Sta 502+00

To Sta. 507+00

435
460
465
470

RECEIVED
APR 15 1966
FOR FILING
101-1126
6597

April 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
April 21, 1966 meeting

Gentlemen:

J. H. Conley, Inc., contractor on the Halfway-Hazen Dam Section of the Sumpter Valley Highway in Baker County, Contract No. 6597, requests an extension of the specified completion date for the "early unit" from October 31 to December 20, 1965. At the January 25, 1966 meeting an extension was granted for this unit from October 31 to November 12, 1965. The contractor's request is based on an alleged change in earthwork distribution in the summit cut pending determination of the need for embankment material on the easterly end of the project.

At no time was the contractor directed to delay his operations in the summit cut. There was a minor change in the haul distribution from this cut but the amount was not critical. In addition, the total excavation in this cut which is entirely in the "early unit", underran the plan quantity. This request by the contractor does not present a valid reason for granting an extension and appears to be a refinement of the contractor's earlier request.

The "early unit" was completed December 20, 1965. Liquidated damages amounting to $3,800 have been withheld for the period between November 12 and December 20, 1965. I recommend that the request be denied.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DE3:nh:b bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6577 Contractor J. H. Conley, Inc.

Highway Sumpter Valley

Section Kelsay - Bacon Dam

Kind of Work Grading, Oiling, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** The reasons for such recommendation are as follows:

Denied

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing 27029

Contract No.	6577
Project designation	State State-Federal
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	100% 12/20/65
	"early unit"
No. of Workdays Allowed	Rev. Spec. Compl. Date 11-12-65
No. of Workdays Used	
	Ext. Spec. Compl. To 0
No. of Extra Workdays Requested	

E—330 (Rev.)—SM—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 7, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31 ~~days~~ to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: Grading, oiling & structure - McEwen-Mason Dam section, Sumpter Valley Hwy., Baker County, 443/50 to 515/00 and "D" sta. 10/00 to "D" sta. 18/70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PLEASE SEE ATTACHED LETTER.

Respectfully submitted,

J. N. CONLEY, INC.
Contractor

By J. N. Conley President

CONSENT OF SURETY

Date February 7, 1966

We, The United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSFIELD & COMPANY

774-6088

254-0097

J. N. CONLEY, Inc.
GENERAL CONTRACTOR
1700 N. E. 153RD PLACE
PORTLAND, OREGON 97230

February 7, 1966

M. M. Stump, Resident Engineer
Oregon State Highway Department
P.O. Box 571
Baker, Oregon

Re: Contract No. 6597
McEwen-Mason Dam Project
Request for time extension, dated Oct. 22, 1965
Request for time extension, dated Nov. 30, 1965
Appeal for re-consideration

Dear Sir:

The purpose of this communication is to appeal the decision taken by the Highway Commission denying all but twelve days of the time extension requested in our two previous applications. We feel that most probably the decision was made on a basis of information which did not include all the pertinent facts and circumstances bearing on the delays encountered by ourselves. The following may be helpful in a re-consideration of such decision:

(1) Plans provided at time of bidding indicated all but approximately 10,000 cu.yds. material in cut, Sta. 446 + 50 to approximate Sta. 456 be moved westerly. Total excavation shown in cut approximately 40,000 cu.yds.

(2) The above cut was opened June 22nd and stripped of earth, boulders and rippable material, part going east and part going west into planned fills. The remainder was then drilled, loaded and blasted on July 17th.

(3) Minor quantities only were removed to: complete by-pass on the west, complete backfill of unsuitable excavation area and required highway fill on the east to reach cut approximate Sta. 459 + 50, all in the "early completion" section.

(4) By this time, since the tractor-drawn scrapers and bulldozers were excavating from approximately Sta. 470 to the east end of project - Sta. 515, it became probable that the planned excavation between these points would not "make" the planned fills from Sta. 456 to Sta. 515. At this time, then, our resident engineer felt that it was necessary to conserve the balance remaining in the cut (446 + 50 to 456 + 00) and not haul it west as planned but wait to see if it might not be needed on the east. Additionally, several borrow sources were considered and explored for the purpose of completing the eastward fills, if needed.

774-8065

254-0097

J. N. CONLEY, Inc.
GENERAL CONTRACTOR
1700 N. E. 153RD PLACE
PORTLAND, OREGON 97230

(5) All the heavy excavating tools (5 cu.yd. shovel and 30 ton trucks) stood by idle on the job until approximately the fifteenth of September whereas they should have been excavating the conserved cut moving it west as planned. But the uncertainty of its final position in the project arose and through no fault of ours or that of anyone else. The nature of the materials being encountered on the eastern section was unexpected and unpredictable. The cost of drilling and blasting and the subsequent inability to immediately harvest or recover the cost thereof worked an additional hardship on ourselves, financially. The non-productive rentals and incoming freight costs for the above equipment and tools were also noted with considerable sadness, if not outright anguish.

(6) No excavation of any consequence at all was made in the conserved cut between July 25th and November 12th although it was included in the "early completion" section of work.

(7) All other important phases of the "early completion" section were well in hand and on time (or ahead of time). This included crushed materials both top course and base, drainage structures, etc. None of the above, of course, were interfered with by the changes of "general excavation" material and its' distribution as outlined above, but it did require the manufacture and stockpiling plus reloading of all the needed road aggregate - also unexpected.

The time during which the tools in Item 5 were idle and on standby at the site almost exactly equals the additional time required to bring this section of the project in on time, that is, six weeks.

In view of the circumstances and events as recounted above we feel that we should not be penalized or charged with additional time. We earnestly urge your re-consideration.

Respectfully yours,

J. N. CONLEY, INC.

J. N. Conley

J. N. Conley, President

RECEIVED
MAR 2 - 1966
FOR FILING

101 - 1126

6517

3-7
1-25-66

January 26, 1966

J. H. Conley, Inc.
4332 N. E. Royal Court
Portland, Oregon

#1

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time on the easterly unit of Contract No. 6517 on the McEwen-Mason Dam Section of the Sumpter Valley Highway in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date of the easterly portion of this contract to November 12, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc A F. Parson
L. V. Bichenstaff
F O Morgan
L H Young
C H Matson
Bureau of Reclamation

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. N. Conley, Inc.

Highway Sumpter Valley

Section McEwen - Mason Dam

Kind of Work Grading, Oiling and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

~~Granted to November 15 as per attached letter of request.~~

Based on the excavation quantity overruns, extend the specified completion date for the easterly (early) portion of the contract to November 12, 1965.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6597

Project designation State (State-Federal)

Date awarded May 21, 1965

Work started June 16, 1965

Per cent completed 45% (Date)

~~No. of Workdays Allowed~~ Spec. Compl Date Oct. 31, 1965

~~No. of Workdays Used~~ Recommend extension to Nov. 12, 1965

~~No. of Added Workdays Requested~~

State Printing 37030

E--220 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 22, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31 days to Nov. 30 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: *Grading, oiling & structure - McEwen-Mason Dam section, Sumpter Valley Hwy., Baker county, 443+50 to 515+00 and "D" sta. 10+00 to "D" sta. 48+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. N. CONLEY, INC.
Contractor

By J M Conley Pres

CONSENT OF SURETY

Date Oct 22, 1965

We, The United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

Mansfield & E

RECEIVED
JAN 24 1966
FOR FILING

101-1126
6597

January 21, 1966

Mr. J. H. Conley, President
J. H. Conley, Inc.
4332 N. E. Royal Court
Portland 13, Oregon

Dear Mr. Conley:

Reference is made to your request for an extension of time dated November 30, 1965, on the McNary-Mason Dam Section, Contract No. 6597.

This request does not include any new or additional reasons beyond those shown on your earlier request which is being presented to the Highway Commission at their January meeting with the recommendation that the completion date be extended to November 12, 1965. We have reviewed our earlier investigation of your request for additional time and can find no basis for changing this recommendation.

You will be notified of the Commission action after their meeting on January 25, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nh srb

FORM E-30 50M 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1966

SUBJECT:

McEwen - Mason Dam Section
Sumpter Valley Highway
Contract No. 6597

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from J. N. Conley, Inc., contractor on the subject contract for an extension of the specified completion date from December 1 to December 20, 1965.

On November 29 we submitted to you a request from the contractor concerning additional time from the specified completion date on the "early" unit from October 31 to November 30, 1965. This request is being presented to the Highway Commission at their January meeting with the recommendation that the completion date be extended to November 12, 1965. The attached request does not include any additional or new reasons for granting an extension of time. In fact, the request, except for the dates, are virtually identical. Since this later request has not brought to light any additional reasons for granting an extension and since a review of our earlier recommendation has not changed our opinion, we recommend that this later request be denied. This was also the Division Office recommendation.

Attached is a rough draft of a letter to the contractor indicating that his later request has supplied no new information and indicating that his first request will be considered at the January Commission meeting.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DES:nh

Attach.

cc: L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. H. Conley, Inc.

Highway Sumpter Valley

Section McEwen - Mason Dam

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Denied.

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or
Bridge Engineer

.....
Assistant State Highway Engineer

State Printing 27939

Contract No.	6597
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	64% (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E-320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 1 days to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: *Grading, Oiling & structure-Keswen-Mason Dam section, Sumpter Valley Hwy., Baker County, 443+50 to 515+00 and "D" Sta. 10+00 to "D" Sta. 48+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. H. CONLEY, INC.
Contractor

By J. H. Conley President

CONSENT OF SURETY

Date November 30, 19 65

We, The United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSFIELD AND COMPANY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6527 Contractor J. H. Conley, Inc.

Highway Sumpter Valley

Section McEwan - Mason Dam

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Denied.

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or Bridge Engineer

.....
Assistant State Highway Engineer

Contract No.	6527
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	64% (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

State Printing 37069

E—320 (Rev.)- 3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 19 64.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 1 days to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: Grading, Oiling & structures-Between Mason Dam section, Sumpter Valley Hwy., Baker County, 443+50 to 515+00 and "D" sta. 10+00 to "D" sta. 48+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section tod date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. H. CONLEY, INC.
Contractor

By J. Conley President

CONSENT OF SURETY

Date November 30, 19 64.

We, The United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSFIELD AND COMPANY

RECEIVED
JAN 10 1965
M. M. STUMP
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. N. Conley, Inc.

Highway Sumpter Valley

Section Keiwen - Mason Dam

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Denied.

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or
Bridge Engineer

.....
Assistant State Highway Engineer

Contract No.	6597
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	44% (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

State Printing 31929

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 1 days to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: *Grading, Oiling & structure-Bowen-Eason Dam section, Sumpter Valley Hwy., Baker County, 443+50 to 515+00 and "D" Sta. 10+00 to "D" Sta. 49+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. H. CONLEY, INC.
Contractor

By J H Conley President

CONSENT OF SURETY

Date November 30, 1965

We, The United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSIFELD AND COMPANY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. H. Conley, Inc.

Highway Sumpter Valley

Section McEwen - Mason Dam

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Denied.

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or Bridge Engineer

.....
Assistant State Highway Engineer

State Printing 37989

Contract No.	6597
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	64% (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E—330 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 1 days to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: *Grading, Oiling & structure-Unity-Eagle Dam section, Sumpter Valley Hwy., Baker County, 443+50 to 515+00 and "D" Sta. 10+00 to "D" Sta. 48+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to& date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. E. CONLEY, INC.
Contractor

By J. E. Conley President

CONSENT OF SURETY

Date November 30, 19 65

We, The United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSFIELD AND COMPANY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. M. Conley, Inc.

Highway Sumpter Valley

Section McEwen - Mason Dam

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Denied.

Recommended for Approval:

H. J. Hamilton
Division Engineer

Construction Engineer or
Bridge Engineer

Assistant State Highway Engineer

State Printing 27939

Contract No.	6597
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	64% (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E—320 (Rev.)—8M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 1 days to Dec. 20 days, within which to complete our Contract No. 6597, without the assessment of liquidated damages. The said contract is described as follows: "Grading, Oiling & structure-Wolwen-Mason Dam section, Sumpter Valley Hwy., Baker County, 443+50 to 515+00 and "D" Sta. 10+00 to "D" Sta. 48+70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to date. Estimated swell of excavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

M. E. CONLEY, INC.
Contractor

By M E Conley President

CONSENT OF SURETY

Date November 30, 1965

We, The United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

MANSFIELD AND COMPANY

RECEIVED
DEC 21 1965
FOR FILING
101-1126
6597

December 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 25, 1966 Meeting

Gentlemen:

J. E. Conley, Inc., contractor on the Malheur-Keeney Dam Section of the Sumpter Valley Highway in Baker County, Contract No. 6597, requests an extension of the specified completion date on the early unit from October 31 to November 30, 1965.

This contract has two separate specified completion dates. One covers the grading and surfacing at the easterly end of the project and a detour scheduled for October 31, 1965. The other covers all the remaining work, completion date July 31, 1966.

Solid rock excavation which had been anticipated was not encountered. As a result, a grade change was made and cut slopes flattened in order to provide adequate material for the embankments. This increase in excavation quantities justifies an extension of 12 calendar days.

I recommend that the specified completion date for the easterly portion of this contract be extended to November 12, 1965. This action will reduce liquidated damages from $4,000 to $2,800. This recommendation applies only to the early completion date and not the final completion date. This job is totally financed by the Bureau of Reclamation and we have its concurrence in the extension.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

FBK:srb bg

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....October 22...., 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31 days to Nov. 30 days, within which to complete our Contract No. ....6597...., without the assessment of liquidated damages. The said contract is described as follows: *Grading, oiling & structure - McEwen-Mason Dam section, Sumpter Valley Hwy., Baker county, 443/50 to 515/00 and "D" sta. 10/00 to "D" sta. 18/70.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From beginning of work on this section to date. Estimated swell of exsavated material failed to materialize. Fills could not be balanced with available excavation requiring (1) Reversal of hauling movement and (2) additional re-sloping, plus borrow, and a delay in final placing to determine the economical distribution of available material.

* All work on special section of project; not entire project.

Respectfully submitted,

J. N. CONLEY, INC.
Contractor

By J N Conley, Pres

CONSENT OF SURETY

Date Oct 22, 1965

We, The United Pacific Insurance Company,

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

David Lewis
Attorney-in-fact

(SEAL)

David Lewis
Resident Agent
Manfield 86

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6597 Contractor J. N. Conley, Inc.

Highway Sumpter Valley

Section McEwen - Mason Dam

Kind of Work Grading, Oiling and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

~~Granted to November 15, as per attached letter of September 22.~~

Based on the excavation quantity overruns, extend the specified completion date for the easterly (early) portion of the contract to November 12, 1965.

Recommended for Approval:

H. S. Coulter

Division Engineer

John A. Bond

for Construction Engineer or Bridge Engineer

J. B. Knapp

Assistant State Highway Engineer

Contract No.	6597
Project designation	State (State-Federal)
Date awarded	May 21, 1965
Work started	June 16, 1965
Per cent completed	45% (Date)
Spec. Compl. Date	
~~No. of Workdays Allowed~~	Oct. 31, 1965
~~No. of Workdays Used~~	
Recommend extension to Nov. 12, 1965	
~~No. of Added Workdays Requested~~	

State Printing 27939

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

2395
DEC 16 65

IN REPLY
REFER TO: 200

DEC 14 1965

KLAMATH

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: McEwen-Mason Dam
Section, Sumpter
Valley Highway --
Baker Project

Dear Mr. Cooper:

Your letter of December 2, 1965, concerning delay in completion of the early unit by your contractor, J. N. Conley, Inc., requests our concurrence in your proposal to extend the performance period for this portion of the work through December 10, 1965.

The justification for the proposed extension of time appears to be adequate and this office will interpose no objection to such action.

As you may know, the contract for the construction of Mason Dam has been awarded and the by-pass section must be in service not later than January 3, 1966.

Very truly yours,

Regional Director

Copies to Interagency Planning Meeting 12-17-65

RECEIVED
DEC 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 - 1965
FOR FILING
141-1126
6597

December 2, 1965

U. S. Bureau of Reclamation
Snake River Development Office
4620 Overland Street
Post Office Box 4997
Boise, Idaho 83705

Re: Request for Extension of Time
Nathan-Mason Dam Section
Sumpter Valley Highway
Contract No. 6597

Attention: Mr. H. T. Nelson
Regional Director

Dear Sir:

We have received from J. H. Conley, Inc., contractor on the subject project, a request for an extension of the specified completion date on the early unit from October 31 to November 30, 1965. The contractor's request is based on additional work required because the estimated swell of excavated material failed to materialize and fills could not be balanced with available excavation requiring a reversal of hauling movement, additional sloping, plus borrow and a delay in final placing to determine the economical distribution of available material.

This contract is covered by the 1964 Standard Specifications. The contract has two separate specified completion dates, the one covering the grading and surfacing between Stations 443+50 and 515+00 and between Stations D 10+00 and 48+70 is October 31, 1965, and the other for the remaining grading work and all other work is July 31, 1966.

The Resident Engineer's reports indicate that a grade change was made and cut slopes were flattened because the solid rock which had been anticipated was not encountered, requiring additional material to construct the embankments on the earlier unit. This caused an increase in the excavation quantities amounting to some 20,500 yards and this increase in quantities justifies an extension of nine working days on the early unit in our opinion. This overrun is in two sections; Station 415-454 and 460-480. The work has been concurrent with other sections of the project and also involves different types of earth-moving operations; shovel with hauling units, and scrapers so the derivation of the extra time justified has to be based on

estimates. The nine days were arrived at by the Resident Engineer using an estimated rate of 4,000 cubic yards per day for the 13,277 cubic yard overrun from Station 413-454 and 1,345 cubic yards per day on the 7,307 cubic yard overrun from Station 460-480.

Based on the quantity overrun to date, as listed above, we recommend that the specified completion date for the easterly or early portion of this contract be extended to November 12, 1965. This includes one weekend and one holiday. This recommendation applies only to the early completion date and should not be considered as applying to the final completion date now. There may be compensating underruns on the remaining work.

The estimated completion date for the early unit is now December 10. This job is set up on the calendar date basis with $100 per day liquidated damages on the early unit. The recommended 12-day extension would reduce the damages by $1,200, leaving $2,800 if it is completed December 10.

Your concurrence in this matter is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
C. H. Maleen
A. F. Fareen

DES:nh srb

FORM E-30 5OM 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1965

SUBJECT:

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Extension of Time
McEwen-Mason Dam Section
Sumpter Valley Highway
Contract No. 6597

Attached is a request from J. N. Conley, Inc., contractor on the subject contract for an extension of the specified completion date on the early unit from October 31, 1965 to November 30, 1965 without the assessment of liquidated damages. The contractor's request is based on additional work required because the estimated swell of excavated material failed to materialize and fills could not be balanced with available excavation requiring a reversal of hauling movement, additional sloping, plus borrow and a delay in final placing to determine the economical distribution of available material.

This contract is covered by the 1964 Standard Specifications. The contract has two separate specified completion dates, the one covering the grading and surfacing between Stations 443+50 and 515+00 and between Stations D 10+00 and 48+70 is October 31, 1965 and the other for the remaining grading work and all other work is July 31, 1966.

The resident engineer's reports indicate that a grade change was made and cut slopes were flattened because the solid rock which had been anticipated was not encountered, requiring additional material to construct the embankments on the earlier unit. This caused an increase in the excavation quantities amounting to some 20,500 yards and this increase in quantities justifies an extension of nine working days on the early unit in our opinion. This

overrun is in two sections; Station 415-454 and 460-480. The work has been concurrent with other sections of the project and also involves different types of earthmoving operations; shovel with hauling units, and scrapers, so the derivation of the extra time justified has to be based on estimates. The nine days was arrived at by the resident engineer using an estimated rate of 4,000 cu. yd per day for the 13,277 cu. yd overrun from Station 415-454 and 1,345 cu. yd per day on 7,307 cu. yd overrun from Station 460-480.

Based on the quantity overrun to date, as listed above, we recommend that the specified completion date for the easterly or early portion of this contract be extended to November 12, 1965. This includes one weekend and one holiday. This recommendation applies only to the early completion date and should not be considered as applying to the final completion date now. There may be compensating underruns on the remaining work.

This project is being constructed in cooperation with the U. S. Bureau of Reclamation and will require their concurrence in the proposed time extension.

Rough drafts of letters to the Bureau of Reclamation and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John Bond
Staff Assistant

DES:rw;nh

P.S. The estimated completion date for the early unit is now December 10. This job is set up on the calendar date basis with $100 per day liquidated damages on the early unit. The recommended 12 day extension would reduce the damages by $1200. leaving $2800, if it is completed December 10.

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DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 2-65

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NOV 22 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID [illegible]
Portland

101-1126

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1965

U. S. Department of the Interior
Bureau of Reclamation
Regional Office, Region I
Box 937
Boise, Idaho 83701

Re: Utility Permits
McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County
YOUR FILE: 424

ATTENTION: Mr. Norman H. Moore
Assistant Regional Director

Gentlemen:

Your letter of October 19, 1965 to Mr. Cooper concerning utility permits on this project has been referred to this office for reply.

The greater part of this proposed relocation will be away from the lake; however, in those sections where lake frontage is visible from the highway, the State requires aerial locations to occupy the opposite side of the right of way when physically possible. In addition, all aerial lines are requested to locate approximately one foot inside the right of way line where conditions permit. Where this would require heavy clearing, the poles may be set within the area cleared for the highway construction but outside the roadbed slopes.

In the case of underground cable, it is our policy to have the utility locate outside of the roadbed area, preferably near the right of way line where possible. Mr. L. E. Webb of the Pacific Northwest Bell Telephone Company has been in contact with our LaGrande office as well as this office, but their plans have not been finalized as yet.

In addition to any permits required by the Forest Service, a standard highway permit must be obtained for utilities proposing to occupy any portion of highway right of way, whether passing through National Forest lands or not. This permit may be obtained and the proposed location determined in the field by contacting Mr. J. B. Bangert, District Maintenance Superintendent for District 5C, P. O. Box 850, LaGrande, Oregon 97850, Phone 963-3177, and Mr. J. W. Valentine, at the same address and phone number, who is Field Utilities Liaison Engineer for this project.

We appreciate your foresight in bringing this matter to our attention at this time. Prior to your making any final agreements with the Utilities, I recommend you hold a field conference at which each Utility is represented with Mr. Bangert and Mr. Valentine present to help decide upon the final location for the Utilities on this project. Should any further questions arise, do not hesitate to contact us.

For your information you will find two copies of our General Provisions for Pole Line and Buried Cable Permits dated August 1, 1964. Additional copies will be supplied on request.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:TWL:bjm

encs.

cc: Mr. J. Herbert Stone, Regional Forester, Portland
Mr. John Rogers, Forest Supervisor, Baker
California Pacific Utilities Company - Baker
Pacific Northwest Bell Telephone Company - Salem, ATTN: Mr. L. E. Webb

F. B. Klaboe)
Victor D. Wolfe) Assignment: FBK-222
J. F. Hagemann
A. F. Parson
L. V. Blickenstaff
J. F. Bangert
J. W. Valentine

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NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1916

OCT 22 65

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 424

Routing

Morgan
Bond
Barbee
Walker
Glenn
Swan

Pope
Murdock
Trout
Scott
Willis
Litchfield
Olson

OCT 19 1965

RECEIVED
OCT 25 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We are currently negotiating with the California-Pacific Utility Company for relocation of its existing transmission line from the area to be flooded by the Mason Reservoir of the Baker Project, Oregon. The transmission line is currently located along the right of way of Secondary State Highway No. 410 which is also being relocated from the reservoir area.

The power company has indicated that it wishes to locate its new line within the right of way of the relocated highway now under construction.

The present line is a single phase, two wire line with single pole construction. We understand the relocated line will be a three phase line.

We have been negotiating with the Company on the basis that its line could be constructed within the relocated highway right of way and without cost to the Company. The transmission line would, of course, have to be constructed to the satisfaction of the State so as not to interfere with highway use.

In addition to the transmission line there is also an existing telephone line that will require relocation. It is our understanding that the telephone company intends to replace its present line with an underground cable and that it also wishes to locate the cable within the highway right of way. We hope to start negotiations with the telephone company in the near future.

As the right of way for the relocated highway is being granted by a permit from the Forest Service, we believe it would be appropriate for the Service to issue the right of way permits to both the telephone and power companies.

We would like to have your views as well as those of the Forest Service concerning this matter before we complete our negotiations for the relocation of the utilities involved. We are anxious to complete the negotiations for relocation of these facilities and would, therefore, appreciate your early reply.

Copies of this letter are being furnished Mr. J. Herbert Stone, Regional Forester, Portland, Oregon, and Forest Supervisor John Rogers at Baker, Oregon, for their comments.

Very truly yours,

Norman H. Moore

Assistant Regional Director

Copy to: Regional Forester, Forest Service, Portland, Oregon
Forest Supervisor, Forest Service, Baker, Oregon

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OCT 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1965
FOR FILING
101-1126
6597

139

September 13, 1965

Mr. R. T. Nelson
Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho 83701

Dear Mr. Nelson:

We have your letter of September 2, requesting that we submit a billing for the work we have done in connection with the Nelson Dam Project, Contract 14-06-100-5146, our Secondary Highway No. 410.

We are now in the process of preparing the first billing. It will be in the amount of approximately $150,000 and will be mailed to you in the near future.

As requested in your letter, we will make monthly progress billings soon after the monthly payments are made to the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaiber
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. E. Nelson
A. F. Parsen

JAH:ia bg

1486

SEP 7 65

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 322

SEP 2

Klamath

REFERRED TO
Morgan-Young
BY ASST. STATE HWY. ENGR.

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Please refer to Contract 14-06-100-5146 dated April 30, 1965 between the State of Oregon and the Bureau of Reclamation covering relocation of Oregon State Secondary Highway No. 410, Mason Dam and Reservoir area, Baker, Oregon.

To date we have received no billings from your office for monies due you for either the contractor's earnings or related engineering and administrative costs.

It would be appreciated if you would arrange to have the billings submitted for payment on a monthly basis and if possible no later than the 10th day of the month following.

Please submit all vouchers to our Project Construction Engineer, Box 838, Baker, Oregon for approval and forwarding to this office.

Sincerely yours,

Regional Director

In duplicate

Copy to: Project Construction Engineer, Baker, Oregon

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Mead
Irsu
Scot
Will
Litchfield
Olson

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER
CONSTRUCTION
DIVISION

RECEIVED
SEP 7 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1965
U.S. DEPARTMENT OF THE INTERIOR
MARCH 3, 1849

101-1126
IN REPLY
REFER TO: 322

6597

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937
BOISE, IDAHO 83701

MISC. CONTRACTS and AGREEMENTS No. 2849

REFERRED TO
Morgan - Hess
by A.A.G. State Atty Gen.

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Please refer to Contract 14-06-100-5146 dated April 30, 1965 between the State of Oregon and the Bureau of Reclamation covering relocation of Oregon State Secondary Highway No. 410, Mason Dam and Reservoir area, Baker, Oregon.

To date we have received no billings from your office for monies due you for either the contractor's earnings or related engineering and administrative costs.

It would be appreciated if you would arrange to have the billings submitted for payment on a monthly basis and if possible no later than the 10th day of the month following.

Please submit all vouchers to our Project Construction Engineer, Box 838, Baker, Oregon for approval and forwarding to this office.

Sincerely yours,

Regional Director

In duplicate

Copy to: Project Construction Engineer, Baker, Oregon

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SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1965
OREGON
STATE HIGHWAY COMMISSION

Copies to
Young + Morgan
9-8-65

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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 220

6291

AUG 16 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We understand that your Department contemplates issuing two extra work orders, as defined below, to your contractor constructing the relocation of State Highway No. 410 at Mason Dam, Baker Project, Oregon, under our Contract No. 14-06-100-5146 with you.

Extra Work Order No. 2 covers excavation on a previously excavated cut slope to accommodate a necessary grade change. Estimated additional cost for this work is $250.00.

Extra Work Order No. 3 covers construction of temporary fencing on right side from Station 180 to Station 208, and left of the detour road from Station 14 to Station 38+50, and permanent fence on the Bureau taking line in lieu of highway right-of-way line from Station 302 to Station 338. The additional cost of this work is estimated at $2,500.00.

In accordance with Clause 6(b) of Contract No. 14-06-100-5146, issuance of your Extra Work Orders Nos. 2 and 3, in the approximate amounts stated above, are approved.

Yours very truly,

Acting for H. T. Nelson
Regional Director

REFERRED TO
By Asst. State Hwy. Engr.
8-12-65

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AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1965
FOR FILING

101-1126

6511

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1965

SUBJECT: Position of Fencing
McEwen-Mason Dam Section

To: Mr. Fred Klaboe
Ass't. State Highway Engineer
BUILDING

L

Referring to Forest Service letter signed by Marvin Smith of July 12, 1965 referring to position of fencing on the McEwen-Mason Dam contract this agrees with the State proposal.

Forest Service representatives thought the supervisor who was not present might wish the fence placed on the project boundary. The contract plans show the fence following our proposed right of way line on the north side only. There are a few deviations at road connections.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:rw

Attach.

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND, OREGON 97208

July 12, 1965

KLABOE

IN REPLY REFER TO
2510

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
F. B. KLABOE

Dear Mr. Cooper:

Chief location engineer J. E. Morelock attended a meeting in our office on June 28 to review the land occupancy status for the relocated Sumpter Valley Highway on the Wallowa-Whitman National Forest. The Bureau of Reclamation was also represented at the meeting.

At that time we agreed to let you know our findings as to placement of the right-of-way fence in the current highway construction contract. Forest Supervisor Rogers has since reviewed the matter and recommends that the fence location follow the highway as specified by the contract.

We sincerely appreciate your interest and participation in resolving the land occupancy question.

Sincerely yours,

J. HERBERT STONE, Regional Forester

By Darwin L. Smith

CONSTRUCTION DIVISION
REC'D
JUL 19 1965

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JUL 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1905 - 1965
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FOREST SERVICE YEARS

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1965

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 220
101-1126
6517

JUN 23 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

REFERRED TO
By Asst. State Hwy. Engr.

Dear Mr. Cooper:

We understand that your Department contemplates issuing Extra Work Order No. 1 to your contractor constructing the relocation of State Highway No. 410 at Mason Dam, Baker Project, Oregon, under our Contract No. 14-06-100-5146 with you. Your issuance of this order, for the State's share of flagging costs, estimated to cost $1,000.00, is approved.

Project Construction Engineer W. L. Karrer, by his letter dated June 7, 1965 to your Resident Engineer L. V. Blikenstaff concurred in the addition of 11 culverts and the increase in size of one previously specified culvert. A copy of Mr. Karrer's letter is enclosed. The additional culverts and change in size of one culvert are approved. We understand that these will be furnished and installed at bid prices.

Yours very truly,

Norman H. Moore

Acting Regional Director

Enclosure

RECEIVED
JUN 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

Baker Project--Upper Division
Box 838
Baker, Oregon 97814
June 7, 1965

Mr. L. V. Blikenstaff-Resident Engineer
Oregon State Highway Department
1120 South Bridge
Baker, Oregon Re-Highway 410 Relocation
Contract 6597

Dear Mr. Blikenstaff:

Reference is made to our recent conversation regarding culvert pipe under the highway to carry irrigation water. These culvert pipes should be placed at or near the present irrigation ditches so the fields south of the highway can continue to be irrigated. Since irrigation of the lands south of the highway may be discontinued after 1967 it is suggested that culvert and sections be deleted.

Stations and size of culverts are listed as follows:

Station	Size
233 + 90	12"
236 + 00	18"
241 + 65	12"
243 + 00	18"
249 + 00	24"
264 + 85	24"
267 + 35	18"
301 + 75*1	18"
309 + 06*2	18"
313 + 60	18"
317 + 20	18"

*1 To carry irrigation flow from Auburn road gutter.
*2 Intercepting ditch on north side to carry irrigation water from natural drain at station 307 + 20 to irrigation crossing at 309 + 06.

You will note at several stations as listed above you have provided a cutoff ditch on the upper side of the highway. Provision should be made to permit the flow of irrigation water to continue past this ditch and enter the irrigation culverts.

C
O
P
Y

I assume the unit prices for placing the above culverts will be the same as submitted by the contractor; however, if this is considered as extra work or order for change and different unit prices are necessary, you should notify this office before work is started.

In duplicate.

Yours very truly,

W. L. Karrer
Project Construction Engineer

RECEIVED
JUN 1965
G

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937
BOISE, IDAHO 83701

JUN 21 1965

101-1126
IN REPLY
REFER TO: 420

6597

783

Klaboe

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Relocation of SSH 410 - Upper
Division - Baker Project, Oregon

Dear Mr. Cooper:

Since our letter of April 19 and telegram of May 20, we have been successful in obtaining a signed contract for the purchase of the ownership which includes the N1/2S1/2 of Section 16 and the SE1/4SE1/4 of Section 17, all in T. 10 S., R. 38 E., W.M. You may now advise your contractor that all of the right-of-way for the portion of the highway to be relocated is now available.

Very truly yours,

Norman H. Moore

Acting Regional Director

Mayer Mailing Copies Rec'd 6-24-65

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JUN 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 21 1965
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101 - 1126
IN REPLY
REFER TO: 322

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UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937, BOISE, IDAHO 83701

JUN 17 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This letter confirms a telephone call on June 15 from Mr. Klaboe of your office to Assistant Regional Director Norman H. Moore concerning estimated fund requirements through June 30, 1965 under Contract No. 14-06-100-5146 for relocation of Oregon State Highway No. 410, Baker Project, Upper Division. Mr. Klaboe stated that no more than $25,000 of the $100,000 reserved will be required for contractors earnings and related costs through June 30. Consequently, we are reducing the reservation to $25,000 with the understanding that additional funds will be made available in July.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

H. T. Nelson

Regional Director

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JUN 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Klaboe 6-21-65

RECEIVED
JUN 17 1965

FORM 6-32 REV 1965 SP*6229-734

101-1126
6597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 16, 1965

SUBJECT: Mason Dam Project

To: Memo to the File

We have been requested by the Bureau of Reclamation to consider the release of a portion or all of the $100,000 that they are holding for possible payments to the contractor prior to the June 30 ending of the current fiscal year.

The reason they have requested this is that theywould like to use this money for purchase of right-of-way on this project prior to the June 30 date. If they are not allowed to use it prior to then, it reverts back to the General Fund and they would lose this amount of money. Since our contractor only returned his signed contract yesterday, it is felt that he will not move in and accomplish very much before the June 30 date.

I have, therefore, advised the Bureau of Reclamation through Mr. Moore of the Boise Office that I would approve the release of $75,000 of the original $100,000 stipulated. I took this step only after conferring with Division Engineer Parson who estimated that the contractor could not spend more than about $5,000 before the June 30 date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter
Mr. G. E. Rohde
Mr. L. H. Young

RECEIVED
JUN 16 1965

FOR FILING
101-1126
6497

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 10, 1965

SUBJECT: McEwen-Mason Dam
Sumpter Valley Highway
Contract 6597

To:

Memo to the file:

On Friday afternoon June 4, Mr. Klaboe contacted this office by telephone advising that the state highway engineer had a telephone call indicating some trouble with the burning operations on this section. I advised Mr. Klaboe that the contractor had not started any burning operations, but was anticipating some difficulty in performing all of the burning of slash and other debris because of some things that were mentioned by a forest service representative at the preconstruction conference held on May 27. I advised Mr. Klaboe that I had discussed the burning requirements with the forest service people as well as Mr. Conley but I personally could see nothing different in this job than in any other project going through our forest.

I have also discussed further any burning problems with Mr. O. B. Cary, Fire Staff Officer from the Forest Supervisor's office on June 7, as well as Mr. Don Strong, District Ranger, on June 8. Neither of these men nor the people in our department can see any reason why it will not be possible for the necessary clearing and burning operations on the subject project to be completed during the summer of 1965. It will undoubtedly be necessary at times to delay burning work because of dry windy conditions. It may be that more burning will have to be performed during the night hours than the daylight hours to minimize the possibility of forest fires.

Mr. Klaboe was advised of this by telephone on June 8. He requested that this memorandum be written.

H. S. Coulter
Assistant Division Engineer

HCS:dj

CC: F. D. Morgan
F. B. Klaboe
L. V. Blickenstaff

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JUN 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copies

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JUN 2 - 1965
FOR FILING

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6597

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WALLOWA-WHITMAN NATIONAL FOREST
POST OFFICE BLDG. (P.O. BOX 471)
BAKER, OREGON 97814

IN REPLY REFER TO

May 27, 1965

2730

Mr. A. V. Parman
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Mr. Parman:

Reference is made to your pending right-of-way permit for relocation of State Highway 220 around Hagan Dam.

Some technical and legal difficulties are delaying prompt issuance of this permit. We hope to have them ironed out some time in the near future.

In the interim this letter will provide you with the authorization to proceed with the project on National Forest lands within the area.

Sincerely yours,

JOHN L. ROGERS
Forest Supervisor

cc: Baker Office
Salem Office

NOTED
R. L. PORTER

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1965
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1965
FOR FILING

6597

May 26, 1965

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

This is in reference to your May 24 letter to Byron C. Brinton, Publisher of The Record-Courier in Baker, and to our telephone conversation of May 24 on the subject of an alternate route between Baker and McEwen (Mason Dam Bypass).

The proposal was brought to our attention so late that any consideration is impractical. The route is now under contract and is being financed 100 percent by the Bureau of Reclamation. The location of the bypass was determined through joint conferences with the Bureau of Reclamation, the Forest Service, and this Department as being one which would permit the optimum recreational development of the Mason Reservoir. It is only because of the recreational potential that this amount of Bureau of Reclamation financing could be obtained for the project. The Bureau originally favored a cheaper, less desirable route closer to the water's edge.

We understand that a Mr. Gomer Condit, engineer for Idaho Power, made an estimate for the Baker people of the route they are advocating. I understand that Mr. Condit's estimate is $1,900,000. This is $600,000 to $700,000 more than the project under construction and would be a difficult thing to finance, particularly at this time.

The advantages of the proposal over the contract underway are somewhat dubious. Mr. Brinton indicates that their maximum elevation would be something under 4,900 feet, whereas the State's job reaches a high elevation of something less than 4,200 feet. It is true that there is some 10-degree curvature on both lines. The last traffic count on the Sumpter Valley Highway indicates an average daily traffic of about 150. Under these circumstances, it is difficult to recommend that the Highway Commission give consideration to a new route involving $500,000 additional cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Kiteboe
Victor D. Wolfe
A. F. Parson

RLP:ms fn

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON 97501

May 24, 1965

Mr. Byron C. Brinton, Publisher
The Record-Courier
2517 Valley Avenue
Baker, Oregon

Dear Mr. Brinton:

I have been out of town since Mr. Brandenthaler called me and did not see your letter until this morning. I have talked to the Deputy State Highway Engineer who advises that the road in question has been developed on a joint arrangement with the Bureau of Reclamation, Forest Service and the Highway Department. The Highway Department does not participate in the cost of this road.

It is unfortunate that local interest has not been involved in this planning until just recently as it is now late in the program to revise the plan. I have, however, discussed this at some length with the Department and have asked Mr. Porter to make a quick study as to what might be done.

Very truly yours,

Glenn L. Jackson

GLJackson
mg

cc: Mr. Porter

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MAY 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1965
STATE HIGHWAY COMMISSION

One of Oregon's Greater Weekly Newspapers

Wid[illegible]rculation of Any Newspaper Covering Baker County

The RECORD-COURIER

C. M. Brinton and Sons
Publishers and Printers

Byron C. Brinton, Editor and Publisher
Baker, Oregon

May 10, 1965

Mr. Glenn L. Jackson, Chm.
Oregon State Highway Commission
Salem, Oregon

Re Mason Dam Bypass

Dear Mr. Jackson:

I believe Mr. Anthony Brandenthaler talked to you last week about a proposed improvement over the current location of the Mason Dam by-pass on Sumpter Highway, and County Judge Lloyd Rea has been in communication with the department several times on the matter.

With bid-opening on the State's location set for May 18, obviously this presents a problem. However, the route is so important to this community and the economics are so important to the commission that we feel we should submit it to you to be at hand when you have to make a decision on the contract; and it is our hope that even at this late hour, about which we understand your position, there may be something to permit a decision in our favor on this route.

From the standpoint of saving in distance--five miles--and in construction problems, the route has been so obvious that we suggested it to your department originally after determining that the Bureau of Reclamation would accept a change of route so long as the cost to the project would not exceed the cost of the shortest that they would be required to replace. It is indeed unfortunate that the official surveys could not have been made on our by-pass (The Auburn Summit location). But lacking an acceptance of our view, we were compelled to substantiate it by somewhat of a technical approach; and we were able to have made by competent engineers a location on our suggested alignment and a cost estimate for its construction to standards as high or higher than those required by the state. We regret indeed that we were not able to have this volunteer engineering completed within our desired schedule; but it was completed and the results were gratifying. We received the report late in April.

The location was studied by Mr. Condit and another engineer from the Snake River Project and the detailed work by his staff. I have the large-scale topog upon which they show the alignment and they gave us the estimate in letter form as a total figure, with affirmation as to distanceand standards to which grade, curvature, slope, surfacing, ~~etc.~~ were designed. The total cost they estimated at $1,900,000 for the entire distance from near Baker to near McEwen. This modernizes completely this important highway the total distance, something that must be inevitably done and something the commission's present by-pass for 6½ miles over the rock terrain and valley land around Mason reservoir and damsite to a lower standard does not do. You will agree that this money will buy far more for the public than will the very, very, high figure for the difficult 6½-mile by-pass.

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The RECORD-COURIER

C. M. Brinton and Sons
Publishers and Printers

Byron C. Brinton, Editor and Publisher
Baker, Oregon

Under no circumstance do we wish to delay in any way the Mason project which as the commission knows is on a tight schedule. If any consideration can be given to our alignment and route, it is presented to you and should be considered without any delay in the dam in mind. In fact we feel that even at this late hour it could be accomplished without delay in dam construction starting in October with the diversion tunnel.

This proposal has the support of the county court. Except for the fact that I have handled the details of this survey and the route, the court would be presenting it, and as I said, Judge Rea has been in contact with the department. We have worked closely with Mr. A. S. Grant, local attorney and public leader; and Mr. Brandenthaler, the local industrialist and lumberman, is enthusiastic about it. The route in the opinion of the forest service improves resource access. Sportsmen agree that its saving of five miles will be of major significance to the traffic between this city and the Mason recreation facilities and reservoir. Indeed, the route is a prime route for the community.

Basicly the idea stems from the need for modernizing the entire Sumpter Valley to Baker route. There are at least nine curves in the rock gorge between Mason site and Salibury Junction on the Baker-Unity highway 7 that are marked from 30 to 45 miles per hour. There are fatal deaths annually in this section of road which would still remain under the department's proposed 6½-mile detour over the dam which returns the highway back to the obsolete gorge of Powder river for the balance of the way to Salisbury and Baker. This detour will include a six-percent grade on the down side, including at least a 10-degree curve on the grade and will somewhat increase the distance be going around the pool. The route we suggest will eliminate the gorge, will shorten the route, will obviate several future projects that might cost upwards of a million dollars if the Mason Salisbury section is ever modernized, the road as it is sandwitched between the gorge and the Powder river's winding course. The route we suggest modernizes the highway all the way. It is uniquely located beyond the south end of the Elkhorn range, straight across where pioneers washed gravels for gold--terrain which engineers, the county road department and others agree is wonderful road-building terrain. Right of way we have checked and it is 80 percent public; and private holdings are dry range on this side and jack pine for the most part on the Sumpter side.

The department's route was worked out after extensive compromises and conferences over the recreation encroachment along the reservoir. Our route leaves the reservoir shore completely free of heavy highway traffic.

The route we submit, is 90 percent favorable sunny exposure. Maximum

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Baker, Oregon

elevation is under 4900 feet and since Sumpter Valley is a heavy snow zone and the destination of the route, this presents no problem, as we have checked this out several winters now and the Auburn country is not a heavy snow country, which the old stage road through there will testify to. Sumpter Valley is (res level 4078) about 4200 feet and the Auburn route thus presents no grade problem. Traffic drives through the old route now by forest and county road in high gear. Our alignment modernizes even the old road. Though not a compelling arguement, scenic-wise it is beautiful and on the Sumpter side would be spectacular.

This route will be building wisely in anticipation of heavy weekend and summer season recreation loads in traffic numbers in addition to serving Baker timber industries main back country.

The geological features of the Auburn terrain, with vitually no rock outcroppings on this alignment contribute to the route's overall economy. We asked the engineers for a safe cost figure. We asked them for a road that would exceed state standards. They assure me they have done this. The center line they located they had no difficulty in determining even with the limited time they could devote to the project for Mr. Grant and the rest of us working on the idea, with incidentally, no personal bones to pick other than as a communty of citizens and as the county. The distance of 81,000 feet they say is the maximum, that careful study in terrain that offers other alternates could improve upon this further.

The net saving in distance by the route chosen is 4.25 miles in less than 20 miles, a net saving of over 20 percent. By exercising the alternate at the west end (Deer creek end) to come out at the head of the reservoir near the present highway to Sumpter, the net saving figures out at about 4.80 miles. Alternates apparent on the ground at the Blue canyon heading and at Wilson creek could increase the distance saving to well over 5 miles. We just did not have time to go back and do more field work on these. The data we have is a route to high standard, it is possible, it is economical and we think it can be improved by your engineers.

As to standard, no curve is greater than 10 degrees, and only two of these. No grade is greater than 5 percent, and none of the curves combine with serious grade. With six percent we could have done far better in distance saving and cost, but we layed down the standard of the route we desired and thus this is the reason for the result. We think the standard is far greater than the cost of $1.9 million indicates. It incorporates sloping of cuts and fills to or in excess of state requirements. The engineers have no interest in this route except to have done it for us as an interest in the county, through a section of which they in their Snake River project have no direct interest. I am sure you will find they have been conservatime.

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Byron C. Brinton, Editor and Publisher
Baker, Oregon

It is our understanding that the by-pass route of the department will cost about $1.2 million. We regret this cost. It really makes a worse route to Sumpter than the existing one because the section flooded now presents no problems of grade or curvature to speak of. When we learned in our association with Mason project that the by-pass cost was going to exceed the $700,000 originally estimated, we started working and thinking about the Auburn route. And it is at this figure even--$700,000 to $1.9 million that we feel the Auburn route the whole way to Baker is a better buy for Oregon. At $1.2 million to $1.9 million there is no question ours is a better program for the state.

We do have the problem of urgency in dam project timing. We can say this. The bureau is interested only in getting highway and highway work out of the damsite area by October 31. Our plan can do this by a. Expediting a survey, in which I am sure if necessary the community could help, and b.-building the western section (Deer creek to Auburn pass (about 30,000 feet over terrain so much better than the department's rock bluff problem necessary on the damsite route; c. taking further time on the Auburn-Baker section if necessary. In this latter connection the Auburn route was used as a truck and schoolbus route when some work was done to eliminate one-way rock gorge sections in the Powder river canyon about 15 years ago, and the county agrees that if traffic could be gotten from Sumpter by a new grade to the top by October, the traffic would have no problem using the good Auburn county road temporarily until the Auburn pass-Baker section were completed. The county indicated it is doing some work at the upper end of this road anyway this summer, and I talked to the principal trucker on the Sumpter highway, Mr.. George Reed of Baker, and he said he could see no temporary problem in such a move.

In other words, we feel that if the state agrees with us, a schedule can be worked out. Mr. Nelson* is aware of our route. I am aware of theirs problem because I have worked on Mason project for many years. Their dam prime contract will have a by-pass road from the lower canyon to the dam crest regardless of where the state highway goes, so that the Salisbury-Mason present route will not dead-end. The recreation administration will have to replace the reservoir-side highway with relatively inexpensive access lanes with recreation use in mind but I am sure this presents no problem. They only wish they had this solution earlier.

If on Tuesday you have any problem of excessive cost, if you hesitate to finalize this 6.5-mile contract until the Reclamation contract is given court affirmation early in June, if there is any way that you can favorably consider the Auburn route, we respectfully urge you to give it your consideration. If there is anything that we can do to provide

* Regional Director Bu Rec.

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Baker, Oregon

further information or assistance, do not hesitate to call me or Judge Rea.

Yes, I nearly overlooked, the county indicated it would consider taking over the Salisbury-Mason section in the event the state should adopt the Auburn route in its stead. This is a point the commission would be concerned about. There are one or two families on this section.

The enclosed tracing is very rough, taken from the engineering topog provided us and which your department may desire to utilize. They may also wish to check the station points on the topog in case you are at all interested and before they would make any recommendation.

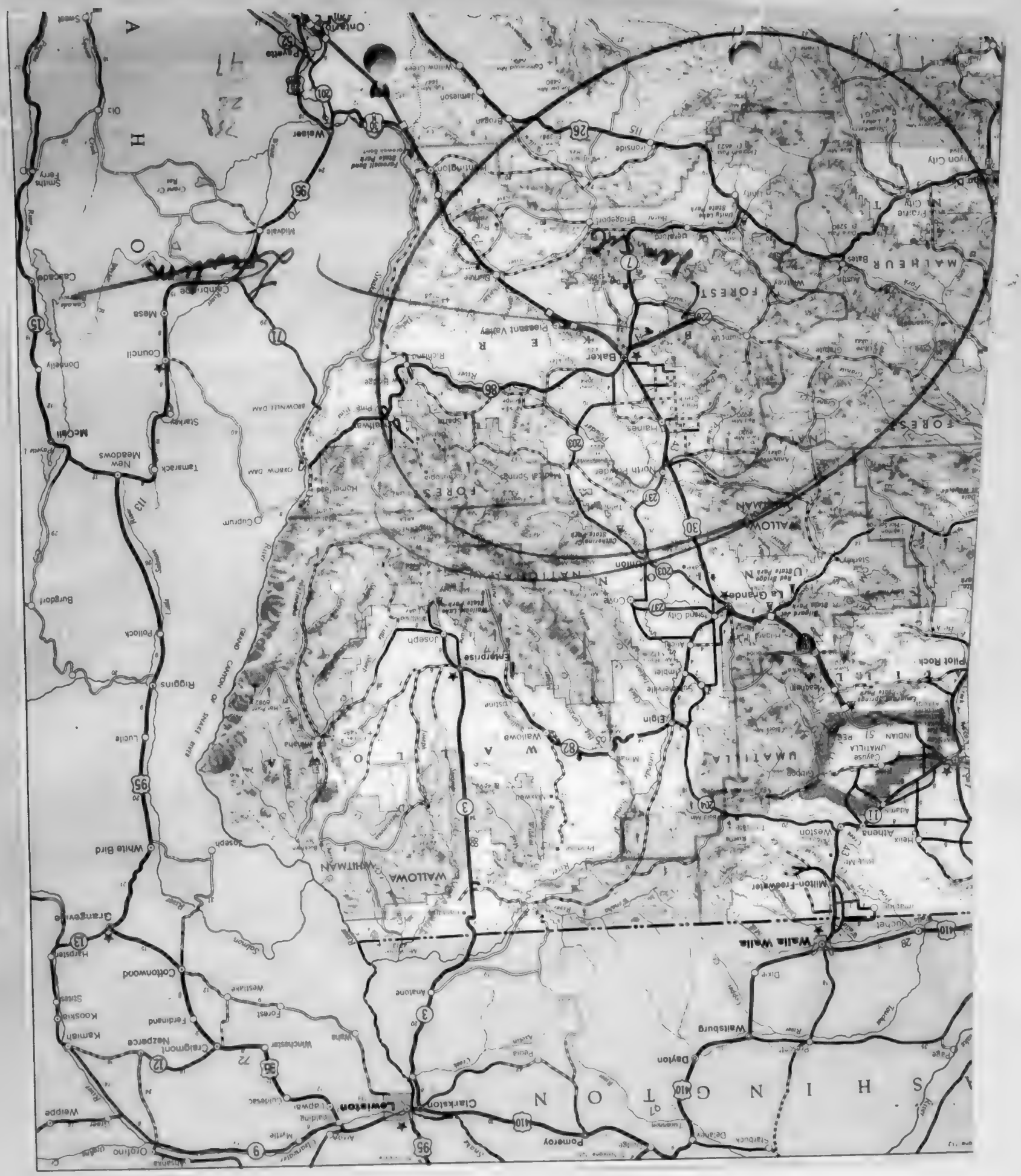
This is very respectfully submitted with the hope that you can give it serious consideration.

Sincerely

Byron C. Brinton

Byron C. Brinton, Publisher
2517 Valley Ave.
Baker, Oregon.

Enc.


Baker
La Grande
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Redmond
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Tulelake
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Bakersfield
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Taft
Maricopa
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Buttonwillow
Kern National Wildlife Refuge
Wasco
Kettleman City
Lemoore
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Knightsen
Bethel Island
Rio Vista
Isleton
Walnut Grove
Courtland
Clarksburg
Freeport
Hood
Sloughhouse
Rancho Murieta
Wilton
Galt
Lodi
Woodbridge
Lockeford
Acampo
Stockton
French Camp
Linden
Farmington
Valley Springs
Angels Camp
Murphys
Arnold
Avery
Hathaway Pines
Copperopolis
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Jamestown
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Big Oak Flat
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JUL 12 1965
FOR FILING
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May 21, 1965

J. N. Conley Inc.
4332 N. E. Royal Court
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for grade, oil and structure on the McEwen-Mason Dam Section of the Sumpter Valley Highway in Baker County for the sum of $1,196,199.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6597.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
cc: Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Bureau of Reclamation
Regional Director, Code 200
P. O. Box 937
Boise, Idaho

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May 18, 1965

Mr. H. T. Nelson
Regional Director
U. S. Bureau of Reclamation
Post Office Box 937
Boise, Idaho

Re: Bureau of Reclamation
Contract No. 14-06-100-5146
Nelson-Nason Dam Section
Sumpter Valley Highway

Dear Mr. Nelson:

The Oregon State Highway Commission received bids this date for the construction of the Nelson-Nason Dam Section of the Sumpter Valley Highway in Baker County, Oregon. This was pursuant to your contract with the State of Oregon in connection with the construction of the Nason Dam of the Upper Division, Baker Project, Oregon.

Five bids were received from experienced highway contractors. The low bid received was by J. E. Conley, Inc., Portland, in the amount of $1,196,199. Your Mr. Kerrer and Mr. Fuller were present at the bid opening and were furnished copies of our tabulation of bids relating to this project.

The low bid received was approximately 13 percent above the engineer's estimate, but in view of the number of bidders submitting bids and the closeness of the bids, we feel that nothing would be gained by not awarding to the low bidder. The bid submitted by J. E. Conley, Inc., will result in a project authorization amounting to $1,358,661.37. This is approximately 4½ percent in excess of the estimated cost stated in Section 12 of the subject referred contract.

Will you please advise your wishes in the matter of the awarding of this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

LHY:ia srb

cc: Mr. Forrest Cooper
Mr. F. E. Klaboe
Mr. Floyd Query
Mr. F. D. Morgan
Mr. L. H. Young; Mr. C. H. Maison

RECEIVED
MAY 1965
ING
101-1126
IN REPLY
REFER TO: 150
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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

Klaboe

MAY 13 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Pursuant to authorization from this office, Project Construction Engineer Karrer and Mr. Elliott from the Bureau's Chief Engineer's Office in Denver approved the plans and specifications for the relocation of a portion of Secondary State Highway No. 410 to accommodate the Mason Dam and Reservoir of the Baker Project, Oregon. We understand that the bids on this work are scheduled for opening in your office at 9:00 a.m. on May 18 in Room 419 of the Highway Building.

The Commissioner of Reclamation has now authorized this office to approve immediate award of contract by the State. In accordance with the provisions of subarticle 8(a) of the relocation contract, it is proposed to have Construction Engineer Karrer and a representative of this office present in your office in Salem for the bid opening on May 18. If you will furnish these representatives with a copy of the abstract of bids received, they will promptly transmit it to me for review and authorization of award. Unless unforeseen circumstances arise, review of the abstract could be made and authorization for award could be communicated to you on May 20 or 21.

The prompt call for bids by the State permitting opening on May 18 as originally planned is sincerely appreciated. We are also pleased that we have been authorized to approve an immediate award thereby permitting the contractor to get on the job and complete the first section of the work by October 31, 1965.

Sincerely yours,

Regional Director

RECEIVED
MAY 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

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MAY 3 - 1965
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May 3, 1965

Oregon State Highway Commission

Gentlemen:

The Bureau of Reclamation has approved a project for constructing what is known as the Mason Dam on the Powder River in Baker County. This construction will affect the Sumpter Valley Secondary Highway and will require a 6½-mile relocation. The work is estimated to cost $1,300,000 and will be paid for on a 100 percent reimbursable basis by the Bureau of Reclamation.

On April 28, Chairman Jackson approved the agreement covering this matter and providing for the Highway Commission to construct the road relocation at Bureau of Reclamation expense. I recommend your concurrence at the June 1 meeting.

It is contemplated that the Highway Department will advertise for bids on this work immediately and as soon as bids are received and opened, you will be contacted for consideration of the low bid.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

th

RLP:ms fn

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 150

REFERRED TO (27?)

Klaboe

BY DEPUTY STATE HIGHWAY ENGINEER

APR 30 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The relocation contract as executed by the State and forwarded by your letter of April 29, has been executed on behalf of the United States and an executed copy is returned for your records. If your office desires additional conformed copies of this contract, please advise and we will be happy to furnish them to you.

Construction Engineer Karrer and a representative of the Bureau's Chief Engineer's office in Denver will be in your office on Monday, May 3 to review the plans and specifications for the relocated highway as prepared by the State. The Bureau will also be pleased to have a representative in your office in Salem for the bid opening.

Your kind consideration of the problems faced by the Bureau with respect to the execution of this contract and your cooperation in working out a satisfactory solution to the matter is sincerely appreciated.

Sincerely yours,

Regional Director

Enclosure

NOTED
F. P. KLABOE

RECEIVED
MAY 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1965
FOR FILING
101 11-6

April 29, 1965

AIRMAIL

Mr. H. T. Nelson
Regional Director
United States Bureau of Reclamation
Post Office Box 937
Boise, Idaho 83701

Dear Mr. Nelson:

Your File: 150

The contract between the Bureau of Reclamation and the State Highway Department covering highway relocations made necessary by the Mason Dam construction has been executed and three copies are enclosed. This Department has approved this agreement on the basis of your visit to this office on April 27. It is done with the understanding that there is sufficient flexibility in Bureau of Reclamation fiscal policies to practically assure that no delays in reimbursement by your agency will occur under the highway relocation work. We recognize you legally cannot give positive assurance on this point but we are led to believe that the chances of insufficient financing are remote.

The Department will insert a savings clause in the special provisions in order to protect the Highway Commission in case of nonavailability of funds and your approval of advertising the project in line with the contract and this letter is requested. We are taking the above action at your request and based upon your statement that time is the essence; in other words, you strongly urge that we proceed with the road relocation. It is also understood that any additional costs that might accrue as a result of shortage of federal funds will be reimbursed to the State by the Bureau of Reclamation. It is contemplated to advertise on May 4, with bids to be opened on May 18 in Room 419 of the Highway Building in Salem. I assume that you will have a representative present at the bid opening.

If the above meets with your approval, will you please return one executed copy of the contract to this office.

Very truly yours,

Forrest Cuoper
State Highway Engineer

Enc.

cc Floyd Query
A. L. Potter
F. B. Kinbee
Victor D. Wolfe

(152)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 8370!

IN REPLY
REFER TO: 150

APR 19 1965

REFERRED TO
K Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Air Mail

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

In accordance with telephone conversations with your office on April 13, 15, 16, and 19, we are enclosing for your consideration and the consideration of the State Highway Commission five copies of a proposed contract with the State of Oregon in connection with the relocation of a portion of Secondary State Highway No. 410 to accommodate the Upper Division, Baker Project, Oregon.

In accordance with the first numbered paragraph of Mr. Klaboe's letter of April 9, article 6(c) of the agreement has been revised to indicate that the $N\frac{1}{2}NW\frac{1}{4}$, section 20, township 10 south, range 38 east, Willamette meridian, as shown cross-hatched on Exhibit A, is set aside for the exclusive use by the State as a material source. Mr. Klaboe indicated in our telephone conversation on the 13th that this would be satisfactory.

As concluded in discussion with Mr. Klaboe on April 15, article 8(b), providing that work on the relocated highway between Stations 451 and 515, together with the temporary connecting road to the existing highway, shall be completed to the extent of being able to pass traffic around the Mason damsite construction area on or before October 31, 1965, has been left as it appeared in our draft.

As suggested in the third numbered paragraph of Mr. Klaboe's April 9 letter, we have modified subarticles 10(a) and 10(b) to include reference to the $SW\frac{1}{4}SE\frac{1}{4}$ of section 19, and the $NW\frac{1}{4}NE\frac{1}{4}$ of section 30, all in township 10 south, range 39 east, Willamette meridian. Mr. Klaboe indicated this would also be satisfactory to the State.

With respect to the fourth numbered paragraph of the April 9 letter, all of the right-of-way for the relocated highway is available at the present time, except that portion included within the $NE\frac{1}{4}NE\frac{1}{4}$ of section 23, the $N\frac{1}{2}S\frac{1}{2}$ of section 15, and the $N\frac{1}{2}S\frac{1}{2}$ of section 16, all in township 10 south, range 38 east, Willamette meridian. Negotiations are presently

underway for the acquisition of the latter subdivisions. If executed contracts are not obtained in the immediate future, condemnation action will be instituted. The rights-of-way will be available on or before June 30, 1965. As Mr. Klaboe indicated in the telephone conversation, if this information is included in your specifications there should be no difficulty with contractors who may be interested in bidding on the job. We will keep you currently advised of the acquisition of the portions not now under contract.

In accordance with the fifth numbered paragraph of the April 9 letter, a new page 10 is included in the attached assembly which provides in article 12 that the current estimated cost for the relocation work is $1,300,000. This is the sum suggested by your office and is the only change on page 10.

As discussed with Mr. McKinney of your office on April 13, the term "deferred construction" has been substituted for the term "extraordinary maintenance" in article 17. Mr. McKinney has advised that this revision is satisfactory to your office.

In Mr. Shaw's letter of March 25, a specific inquiry was made as to whether under our proposed fiscal arrangements on the Baker Project award of contract for the construction of the relocated highway would be possible in May. The contract for repayment of the costs of the Baker Project was overwhelmingly endorsed by the members of the irrigation district on April 2. Court confirmation of the contract is now being obtained and it will be possible to proceed with award of a construction contract in May.

Regarding the sixth numbered paragraph of the April 9 letter, article 19 has been revised to provide that the sum of $100,000 has been reserved and is available for payments to the State to cover contractors' earnings, material delivered to the site, and all other payments which may be due under the contract during the period ending June 30, 1965. This amount is substituted for the $30,000 previously incorporated in the first sentence of article 19. In accordance with our telephone conversation with Mr. Klaboe, the last sentence of article 19 has been revised to read as follows: "The liability of the United States under this contract is contingent upon the necessary appropriation and reservation of funds being made therefor." We understand that this version of the contingent upon appropriation clause is preferred by the State. As you were advised in telephone conversation on April 19, under the provisions of Title 43 of the U. S. Code, section 388, the Bureau must incorporate a contingent upon appropriations provision in all of its contracts extending beyond the current fiscal year. It is hoped that the State will be able to accept this provision. The only alternative would appear

to be for the United States to undertake the construction of the road itself. In this case the United States would, of course, include the contingent upon appropriation clause in its contract, as it does in all its contracts extending beyond one fiscal year. Even in this situation, the deferred construction (extraordinary maintenance) by the State, provided for in article 17, would have to be subject to the contingent upon appropriation provision.

While we appreciate the situation the State finds itself in with respect to demands upon its funds, we do not consider that execution of the enclosed contract would present any particular problem, especially since funds required for the entire relocation contract have been included in the President's budget for fiscal year 1966 and House hearings on this budget have been completed.

We also suggest the possibility of the State including in any contract which it may award a special provision indicating that the work is being financed by the Bureau and is subject to the Bureau making the necessary funds available therefor. This clause would be generally similar to the one which we include in our own contracts.

As we have indicated in prior correspondence, the early approval of the relocation contract by the Highway Commission is extremely important to the entire construction schedule of the Baker Project. As you know, in our earlier discussions it has been contemplated that the State would advertise the work and be in a position to award a contract about the middle of May. We sincerely hope this can be accomplished.

If the contract is satisfactory to your office and to the Commission, please have three copies executed on behalf of the State and return them to this office for execution on behalf of the United States. Following execution, we will furnish you with an executed copy and as many conformed copies as you may require.

Sincerely yours,

H. T. Nelson

Regional Director

Enclosures - 5

RE [illegible] APR 20 1965 STA[illegible]

RECEIVED APR 20 1965 OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1965

SUBJECT: Mason Dam Section
Sumpter Valley Highway
Baker County

To:
R. L. Porter
Deputy State Highway Engineer
Salem, Oregon

The Mason Dam Section has been worked up with cuts of ¼:1 slopes with a 24' fallout (15' ditch on 10:1 slope, 5' rock surfacing slope and 4' shoulder area).

Station 447+00 to 467+00

Frank L. Hall
Chief Designer

By

cc: L. H. Young
D. J. Barbee

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1965

FORM E-20 SOH 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 16, 1965

To: MEMO TO THE FILE

SUBJECT: Mason Dam Project
Sumpter Valley Highway

On April 9, 1965, I addressed a letter to Mr. Norman Moore, Acting Regional Director, U. S. Department of Interior. In this letter, I advised Mr. Moore that we had certain specific objections to the proposed agreement between the State and the Bureau of Reclamation for this project.

The first objection concerned the material site. This has been resolved by the Bureau setting aside a specific area for our contractor.

The second objection concerned the completion date for a temporary connecting road in the vicinity of the axis to the dam. We advised them that if it were possible to let the contract in May of this year, we would include a separate completion date for this work; said date being October 31, 1965. This portion of the project involves approximately 140,000 cubic yards of excavation, and we will advise the contractor that he will not be required to place a wearing surface for traffic during the winter.

The third objection involved obtaining more property for our relocated highway in the Whitman National Forest area. They agreed to revise their agreements to include all the necessary property.

The fourth objection concerned the United States advising us in writing that all of the right-of-way had been acquired. I have been advised that three parcels have not as yet been acquired but that they will be prior to their need. The Bureau would send us the list of these exceptions so that we could advise our contractor that there might be delay in these areas.

The fifth objection concerned the figures to be inserted into the agreement on page 10. They agreed that our estimate of the total cost of the project of $1,300,000 was satisfactory and would be added to paragraph 12, page 10.

The sixth objection concerned two things:

A. We do not believe that $30,000 is enough reserve to cover the time between May and July 1. The Bureau agreed to raise this sum to $100,000.

B. The following quotation taken from paragraph 19 is objectionable to the State: "It is expected that the Congress will make additional appropriations applicable to work under this contract, but it is understood that the liability of the United States under this contract is contingent upon the necessary appropriation and reservation of funds being made therefor."

The Bureau countered with a proposal to strike the words from the beginning of the sentence through "it is understood that". Other than that they can make no change in this paragraph due to their allegation that federal law requires such a clause in all their agreements. They further pointed out that we have had a clause similar to this one in all written agreements between the state and federal agencies.

I have discussed this with Mr. McKinney, Mr. Porter and Mr. Cooper, and all of us feel that regardless of past criteria, this clause places the state in a very precarious position. If the United States Congress did not make the necessary appropriation and we had awarded a contract as large as this one, we would undoubtedly have difficulty in collecting from the Bureau. This is not to say that we do not trust the Bureau, but merely that the state is not at this time in a position to underwrite any additional expense.

There were no other objections to the proposed agreement.

I have, therefore, communicated this date with Mr. Moore advising him of our stand regarding the sixth objection listed above. He, in turn, asked me whether we had any objection to the Bureau handling this contract, and I advised him that we did not. He stated that they would have to examine their "hole card" to see what tack they would now have to take. After this examination, they will advise us further.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. A. F. Parson
Mr. George Rohde

RECEIVED
APR 12 1965
FOR FILING

Adm
U.S. Gov't
War Dept
Mason Dam

April 9, 1965

Mr. Norman H. Moore
Acting Regional Director
U. S. Department of Interior
Bureau of Reclamation
Regional Office, Region I
Box 737
Boise, Idaho 83701

Your Files 150
400

Dear Mr. Moore:

In response to your letter of March 17 transmitting a draft of the proposed agreement between the United States Government and the State of Oregon on the Mason Dam project, we have the following comments:

1. We do not like the restrictions to the use of the material sites in 6(e) of the agreement and in paragraph 2 of your letter of March 17. Since both our contractor and the Dam contractor would have equal rights to the same area, there could easily be conflicts in their operations. With the former still having a right to use his buyland, this would further restrict use of the area by our contractor. It is not our policy to designate any specific area for our contractor to obtain materials. We do, however, try to gain control of, and offer as part of our contract, one or more prospective sources of material. This eliminates one contractor from tying up all the material sources and thus controlling the price of the material.

We feel that this material source area should be divided up so that each contractor has a definite area for his operations. This area should be adequate for the quantity of material required as well as an area for a crushing plant and stockpile sites.

2. The completion date for the portion of the main highway from approximate Stations 451 to 515 and the temporary connecting road is not adequate. If the contract were to be let in May of this year, the completion date would have to be

at least April 30, 1966. If the job letting is after May, 1965, the completion date will have to be adjusted accordingly. The completion date for the remainder of the highway work will also have to be adjusted to fit the letting date.

3. In 10(a) and 10(b) of the agreement, reference is made to a portion of the right-of-way, necessary for the relocated highway, located in the south half of the southwest quarter (S1/2SW1/4) of Section nineteen (19), township ten (10) south, range thirty-nine (39) east, Willamette meridian. This area is in the Whitman National Forest. Our maps show that the relocated highway goes easterly beyond this quarter section line. The agreement should be revised accordingly.

4. In 10(e) the United States will notify the State in writing when the necessary rights-of-way for the relocated highway have been obtained. We must have this statement before we will advertise this project.

5. In Paragraph 9 of your letter of March 17 you mention that a new page 10 for the agreement will be forwarded. At this writing, this has not been received but will be reviewed upon receipt.

6. In 19 on page 13 of the agreement, it is stated that you have $30,000 reserved to pay the contractor until June 30, 1965.

Our Highway Commission will not award a contract for this work until it is assured that adequate funds are available to complete the project.

We feel the above matters must be resolved before we approve this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. A. F. Parsons
Mr. G. E. Rohde

DLT:fp srb

REC'D
MAR 2 . . 5
FOR . . . .

Adm
U.S. Forest
War Dept
Mason Dam

Salem, Oregon
March 22, 1965

Mr. F. D. Morgan
Construction Engineer

Attached is a letter from Norman H. Moore, Acting Regional Director of the Bureau of Reclamation, in regard to our agreement with the Bureau for relocation and construction of Mason Dam Reservoir. Will you please review the 12 articles listed in the letter and if any alterations are noted, advise Mr. McKinney at once.

Item 2 in the letter, having to do with material sources, has some relation to a lease which we now hold not far from the proposed dam site and which will be inundated upon completion of the dam and raising of the pool. I had requested Division V to explore the possibility of obtaining a substitute site at some point downstream from the dam which the Bureau of Reclamation would be able to trade in lieu of flooding the leased area.

I now have a letter from the Division indicating an investigation has been made and no sources of material are available below the axis of the dam on Bureau of Reclamation property. The Division comment is that we will have an enlarged area at mile point 12.8 on the Sumpter Valley Highway through our negotiation with the Bureau.

Will you please check to be sure that this area is not the material source mentioned in our agreement with the Bureau which is an area of dredge tailings located at an elevation that will be inundated upon raising of the pool.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

L. P. Shaw

FORM E-90 '60M 7-64 SP°6228-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 17, 1965

SUBJECT: Gravel Pits
Sumpter Valley Highway

To:

Mr. L. P. Shaw
Asst. State Highway Engineer
Salem

L

This is a follow-up on the subject gravel pit situation mentioned in your telephone conversation on March 3, 1965. At that time you called our attention to the fact that the gravel deposit at M.P. 7.9 on the Sumpter Valley Highway, under 25 year lease from C. F. Reda, et ux, will be flooded by the Mason Dam pool. We had our resident engineer, Mr. Blickenstaff, look this over and obtain an estimate of the amount of useable material that is left in the area, which amounts to some 6,000 cubic yards.

We also asked Mr. Blickenstaff to check with Mr. Karrer of the Bureau of Reclamation regarding the furnishing of another source to take the place of this soon-to-be-inundated site. We found that there isn't any material below the dam site under control of the USBR that is useable and also found that negotiations evidently are under way between our legal department and the Bureau's legal department looking toward enlarging our existing source (at the Bureau's expense) at M.P. 12.8 on the Sumpter Valley Highway. This last-mentioned site is near the upper end of the Mason Dam pool and will be available for our use. We would like to have something nearer the dam site but we will evidently have to settle for an enlarged area at M.P. 12.8.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if
cc: F. D. Morgan

RECEIVED
MAR 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 150
400

MAR 17 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGR.

NOTED
LLOYD P. SHAW

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

By your letter of February 8 you forwarded for our consideration copies of a revision to our proposed contract with the State of Oregon in connection with relocation of a portion of Secondary State Highway No. 410. The original draft of this agreement was furnished to you by letter from this office dated December 19, 1964, and was the subject of discussion with Assistant State Highway Engineer Lloyd P. Shaw, and Attorney Frank C. McKinney.

Since receipt of your revised draft, there have been a number of telephone conversations with Mr. McKinney concerning various features of the agreement. We have also informally discussed some of the recommendations made by your office with our Washington office.

We have now worked out a new draft of contract and a new Exhibit which indicates the actual Bureau taking line with respect to the property required for the Mason Reservoir. The revisions to the agreement are discussed in the numbered paragraphs below:

1. The land description in article 6(a) has been revised slightly to include a reference to the north half of the northeast quarter ($N\frac{1}{2}NE\frac{1}{4}$) of section twenty-five (25) through which the existing highway extends. This was inadvertently omitted from the earlier draft.

2. Article 6(c), as added by the State, was revised in accordance with a telephone conversation with Mr. McKinney to provide that use by the State of the material sources would extend until the beginning of storage of water in Mason Reservoir. Following a discussion with the Bureau's Construction Engineer on the Baker Project, we have also inserted in this article an exception with respect to the meadow hay land located in the southwest quarter ($SW\frac{1}{4}$) of section seventeen (17). In acquiring this area, the Bureau agreed to allow the owner to crop this land prior

to its inundation by the Reservoir. We understand that the State is primarily interested in the dredge tailings located in the material site. The former owner of the meadow hay land has agreed to the State hauling any material across his hay land at mutually agreeable locations. The article has been further revised to provide that the use by the State will be nonexclusive, as we understand there is a possibility that the contractor for the Mason Dam may need to remove some material from this area. It is not anticipated that there will be any interference with the State's operations at the material site. In view of the fact that parts of the material site will be exposed during low-water elevations in the Reservoir, we have also included in article 6(c) a provision that the State, upon completion of its material removal shall, if requested to do so by the Regional Director, smooth the area from which it has removed material to eliminate unsightly conditions. Similar requirements will be made of the Bureau contractor if he should remove material from the area.

3. The time prescribed for completion of the portion of the relocated highway, together with the temporary road, all as required to pass traffic around Mason damsite, and the time prescribed for the completion of the entire relocated highway, have been inserted in article 8(b). It is hoped that the plans and specifications for the relocated highway, which are now being prepared by your organization, will be available for review by the Bureau in the very near future. As soon as we have had an opportunity to review and approve the plans and specifications, we will advise you as to when you may request bids. We hope to authorize advertising for bids by your office by April 15.

4. The basic consideration with respect to article 10 of the State's draft was the question as to the interest which the State would require for the relocated road. We had proposed to convey to you a perpetual easement. Your office indicated that you preferred fee title and in the telephone discussions with Mr. McKinney we were advised that you had worked out an arrangement with the Corps of Engineers providing for fee title to be conveyed to the State subject to a perpetual and assignable flowage easement over, upon, and across the lands involved. We were also furnished with a copy of the wording of the flowage easement provisions. After some discussion with our Washington office, we have been informally advised that the proposed arrangements are considered satisfactory and article 10 has been drafted accordingly. The wording of the flowage easement incorporated in article 10(a) follows exactly the wording used in your conveyance from the Corps of Engineers.

5. Following a discussion with Mr. McKinney, we have enlarged the area of the material and stockpile site in the northeast quarter of the southeast quarter ($NE\frac{1}{4}SE\frac{1}{4}$) of section eighteen (18), to be conveyed to the State in fee title to extend it to the Bureau taking line. This

area is shown in red on the revised Exhibit A. This was done to compensate the State for relinquishment of its material site lease from Mr. and Mrs. Roda.

6. Also as discussed with Mr. McKinney, article 10(b) has been incorporated in the draft to recognize the fact that the right-of-way for that portion of the relocated highway crossing the south half of the southwest quarter ($S\frac{1}{2}SW\frac{1}{4}$) of section nineteen (19) (below the Dam and outside the Bureau's taking line), and included in the Whitman National Forest, shall be granted to the State by the United States Forest Service in the same manner and under the same terms as State highway right-of-way is normally granted to the State across national forest lands. While it was not considered necessary to elaborate on this point in the agreement, this letter will confirm the statements made to Mr. McKinney that the Bureau will assure the State that the necessary arrangements for rights-of-way across this area will be made. As a matter of fact, we understand that the local offices of your organization and the Forest Service are presently working out the details on this transfer.

7. Article 11 has been revised to include all of the conveyances by the State to the United States. In the State's draft, part of these conveyances were included in article 10. The conveyance of the State's interest in the Roda material site lease has also been incorporated in article 11. Under article 11(b), provision is made for the State to grant the United States a perpetual and assignable flowage easement on the property described therein. This is consistent with the flowage easement proposed in connection with the other property involved in the relocation and is believed will be acceptable to your office. This matter was discussed with Mr. McKinney and he believed it would be acceptable.

8. There were some discrepancies between the Bureau's version and the State's version of article 12. These were discussed with Mr. McKinney and the original version of the article was agreed upon.

9. The current estimated cost to the United States for the relocation has not been incorporated in article 12. As we indicated in our letter to Assistant State Highway Engineer Shaw, dated March 12, this office has some questions regarding the cost estimate discussed in a letter from your office dated March 9, particularly with respect to the proper allocation of costs under the January 30, 1964 contract and under the proposed relocation contract. As soon as the information requested in our March 12 letter is received, we will prepare a new page 10 and forward it for inclusion in the agreement.

10. Article 14 in the State's draft deleted the "review of records" provision with respect to subcontractors. This matter was informally

discussed with our Washington office and we were advised that it would be willing to consider the elimination of this provision since under the terms of the relocation contract the Bureau will review the bids submitted to the State for the relocation work and the work will be performed at specified unit prices. Your office has also advised that your records and the bills and claims submitted by the contractor will be available for full inspection by the Government in accordance with the article.

11. Article 17 appeared for the first time in the State's draft and involves the performance of extraordinary maintenance by the State with reimbursement by the United States. The wording incorporated in the State's draft was reviewed both with Mr. McKinney and with our Washington office and with some revisions to spell out some of the types of work included in the extraordinary maintenance category was considered acceptable. While our Washington office advised that normally it preferred a time limitation of not to exceed five years following date of the completion of the work, it would consider the time limitation beginning when the water level in the Reservoir reaches its normal pool elevation in this situation, since, as your office has pointed out, the actual effect of the water elevation on the exposed portions of the relocated highway could not be observed until the reservoir storage reaches the normal pool elevation.

12. The sum of $30,000 has been included in article 19 as being reserved and available for payments to the State during the period ending June 30, 1965. It is believed that this sum will be adequate for the current fiscal year. You will be advised of the funds available for the subsequent fiscal years in accordance with the usual procedures.

It is sincerely hoped that the enclosed agreement will be satisfactory to the State Highway Department. As indicated above, as soon as we hear from your office regarding the cost estimate to be incorporated in article 12, we will forward a new page 10 for incorporation in the agreement. Pending receipt of the cost estimate information from your office, if there are any remaining questions, we would be pleased to discuss them with you by telephone or, if necessary, arrange a meeting in Salem. If, upon receipt of the revised page 10, you find the agreement satisfactory, it would be appreciated if you would process it for execution on behalf of the State immediately.

We appreciate the cooperation of Mr. Shaw and Mr. McKinney in discussing the various matters referred to above.

Sincerely yours,

Norman H. Moore

Acting Regional Director

Enclosures

RECEIVED
APR 20 1965
FOR FILING

FORM E-005 5M 1-65 SP 6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

To: MEMO TO THE FILES

SUBJECT: Mason Dam Section
Sumpter Valley Hwy.
Baker County

Mr. H. S. Coulter has indicated that the proposed material source for subject project to be used for crushed aggregate and selected backfill in embankment foundations has more than adequate materials for the project. He further indicated that adequate materials for the project are available from that portion which lies within Section 20. If we are unable to agree with the Bureau of Reclamation regarding the rights of the previous owner of lands in Section 17 who holds rights to hay from this land for the next several years, we should proceed without the area within Section 17 rather than delay the project.

George C. Wills
Ass't. Chief Locating Engineer

GCW:rw

cc: F. B. Klaboe
Don Trout

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
APR 8 1965
84077

FOR FILING
4/11/26
1597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1965

To: MEMO TO FILE:

SUBJECT: Burnt River Irrigation District
Oxman-Benson Creek Section
Old Oregon Trail

Mirror Ranch

On April 6, at the request of Mr. Rohde, I telephoned Mr. Thomas F. Young, attorney for Burnt River Irrigation District, with respect to his letter of March 31. We were afraid that our letter of April 5 would not reach Mr. Young before the District's meeting of April 6, at which meeting Mr. Young informed us the Board would discuss commencing an action against the Commission, since the construction plans for the above-mentioned section would not include facilities for the District's expansion.

I informed Mr. Young of the four points of our letter, and he assured me he would so notify the District.

It appears that the Bureau of Reclamation, within the next few years, plans to construct additional reservoirs in this area to furnish irrigation for approximately 7,000 acres across our freeway. It is their desire to obtain some type of crossing facilities so that when the reservoirs are constructed the land can be irrigated without the need for obtaining permits to construct the facilities over the freeway.

Mr. Young stated that he appreciated my call and thought the best solution would be for him to compile the District's plans as they exist and have a meeting with our engineers to discuss the problems. He mentioned that some of the problems had been discussed with Si Cox and the County.

Based on my call, I doubt if any legal action will be taken by the irrigation district at this time.

FCMcK:ks
cc: F. B. Klaboe
W. T. Wright
G. E. Rohde
Ted Litchfield
Si Cox

FRANK C. McKINNEY
Acting Assistant Counsel

REFERRED TO
Copy to Morgan
Date: 4/12/65 By: FCMcK
For: Information
Due Date:

FORM L-123X REV 9-64
RECEIVED
APR 7 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID W. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 5, 1965

Mr. Thomas F. Young
Attorney at Law
1950 Third Street
Baker, Oregon

Re: Burnt River Irrigation District
Oxman-Benson Creek
Old Oregon Trail

Dear Mr. Young:

I have for reply your letter of March 31 addressed to Mr. Robert H. Anderson, staff attorney. The time for reply before your next District meeting, which you indicated will be April 6, has been relatively short. However, I will set forth my understanding of the situation, as well as some possible proposals for the settlement of any misunderstandings.

First, it is my understanding that our freeway construction on the above-mentioned section does not interfere with any existing facilities of the District.

Second, while certain expansion of the District has apparently been discussed, to the best of my knowledge our Construction Department has never been furnished with any design or plans for the future construction of facilities by the District. If you have such designs and plans, we would appreciate receiving the same to determine what safeguards should be designed into our highway plan. We should also be furnished with a schedule of construction by the District and some guarantee that the District is not only planning but is capable of the future construction, so that any irrigation culverts or facilities designed into the highway will be used.

Third, if the above expansion is to be done within the period of highway construction, it is very possible that the plans could be incorporated into our highway contract.

Fourth, some agreement would have to be reached between the Commission and District for the cost of the crossing facilities. I believe that you will agree it would be totally uneconomic to install expensive culvert at a cost which would greatly exceed the value of the land to be served, even after it was placed in irrigation.

Based on the above, we are very much interested in receiving a clarification of the District's future plans for expansion, its design, and anticipated completion date.

The above may not fully answer all of the problems, but at least it will give us a starting point for any necessary negotiations.

Yours very truly,

G. E. ROHDE
Chief Counsel

GER:ks

cc: R. L. Porter
Lloyd P. Shaw
F. B. Klaboe
W. T. Wright
Ted Litchfield
K. A. Chatwood

RECEIVED
APR 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
BANTA, SILVEN & YOUNG
1950 THIRD STREET
BAKER, OREGON 97814
TELEPHONE 523-4442

HAROLD BANTA
DAVID C SILVEN
THOMAS F. YOUNG

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959
BANTA, SILVEN, HORTON & YOUNG
1960-1962

March 31, 1961

Mr. Robert H. Anderson
Staff Attorney, State Highway Department
Salem, Oregon

Dear Bob:

I am writing to you in connection with another client, namely Burnt River Irrigation District. This office has represented that district for something in excess of thirty years, and as a consequence we have become quite familiar with the district's needs and its duties. The Oxman-Bubb highway extension, together with the future extension of the existing U. S. Highway 30, along Burnt River to Huntington, crosses farm land within the Burnt River Irrigation District.

In many instances, the District has contracted with the land owner to furnish certain quantities of water on certain lands during the irrigation season. In some of these instances, the district has agreed to furnish the water, the land owner has agreed to accept it, and pay for it, but the actual irrigation facility, be it ditch, pipe or pump, has not yet been installed. Nevertheless, it has been the practice that when the owner is ready the district will furnish the water as the contract requires.

Because of the freeway improvement, there will be several lands which the district has promised to furnish water to that are now cut off from any reasonable accessibility from either Burnt River itself or by irrigation pumping installation. A typical instance is where the freeway goes by, cuts off maybe ten acres, doesn't provide for a siphon or conduit under the roadbed, and accordingly the land owner is unable to transport his water across the freeway to the acreage. The district, however, has agreed by contract that when the landowner was ready it would furnish the water.

We have had complaints by the water users that the freeway is going to eliminate the possibility of applying water to their uphill lands. I have visited genrally

about the matter with some of the highway right of way people. Their answer has been that the cost of the pipe or conduit exceeds the value of the land to be irrigated. The problem of course is that the pipe may exceed the value of what the land might produce in one year or ten, but someplace along the line the irrigated land will produce far in excess of the pipeline. I am sure there is no particular reason why the highway department couldn't furnish the pipe or conduit. We have been getting the answers that the Bureau of Public Roads won't permit it, but obviously this is in error and we have confirmed this directly with the Bureau. The Bureau might not want to participate in sharing the cost of such an installation, but there is no prohibition against installing pipes or conduits for irrigation facilities. Secondly, the district like all municipal corporations operates on a budget and the operating costs are charged to the land within the district. The freeway itself is taking land which reduces the number of acres within the district and the cost will be shared by fewer lands. Now, we are hearing from the landowner who says the district can never furnish water because of the interfering freeway structure and he shouldn't have his land assessed by the district. If the district keeps losing land it will become economically impossible to furnish water to the few remaining acres at the cost that would be required.

I am sure you can appreciate our dilemma. I keep referring to ORS 545.088 which provides water and its transportation facilities is a public use, more necessary and more beneficial than any other. (Freeways?) The district has reached the point of asking the court by declaratory judgment proceedings to declare its rights as between the district, its landowner or waterusers, and the State Highway Commission.

I would very much appreciate hearing from one of your department, who may have some knowledge in this area or who could assist us. If the commission would recognize the problem and offer to discuss the matter with the board of directors, possibly many of these problems could be worked out. However, the board feels at this time that the Highway

Commission's only interest is to build a freeway and let the district and its waterusers take the hindmost. I am inclined to agree.

I recognize you may be handicapped in answering my inquiry directly. However, I would certainly appreciate it if you could direct this letter to the proper person in the department or within the commission.

The board meets again next Tuesday. At this time I anticipate we will be instructed to commence the declaratory judgment suit. We might be able to avoid all this by engaging in a conference with the Commission.

Your assistance and courtesy to me in the past has been very much appreciated, and I don't want to wear out my welcome with making difficult requests. However, we have gotten awfully tired of being told by State Highway employees that water can run uphill, and accordingly we are going to have to do the best we can. If someone from the department or the commission would like to discuss the matter with the board, all they need to do is call me and I can set up a special meeting or make any arrangements at any time that would be agreeable. However, I do think that time is something of the essence since the district cannot wait much longer to determine the course it should follow.

Very truly yours,

TFY:bb

4/2/65
(date)

65-5/18(23)

NOTED
H. S. COX

Baker County Court
~~Co~~urthouse
Baker, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Sumpter Valley Highway #410

Section McEwen-Mason Dam Section: Grade and pave.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
V. B. JONES

April 7, 1965
(date)

By Lloyd Lee
By R. H. Prange
Commissioner
By Eric O. Wright
Commissioner

Copy to Young

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

Section McEWEN - MASON DAM Highway SUMPTER VALLEY (FA 502) County BAKER

Res. Engr. R. R. Cameron Approx. Length 6.35 Miles. Sta. 179+50 to Sta. 515+00

Truck A.D.T. 11 Traffic Coefficient 6.2 18 kip s.a. per day 7.9.

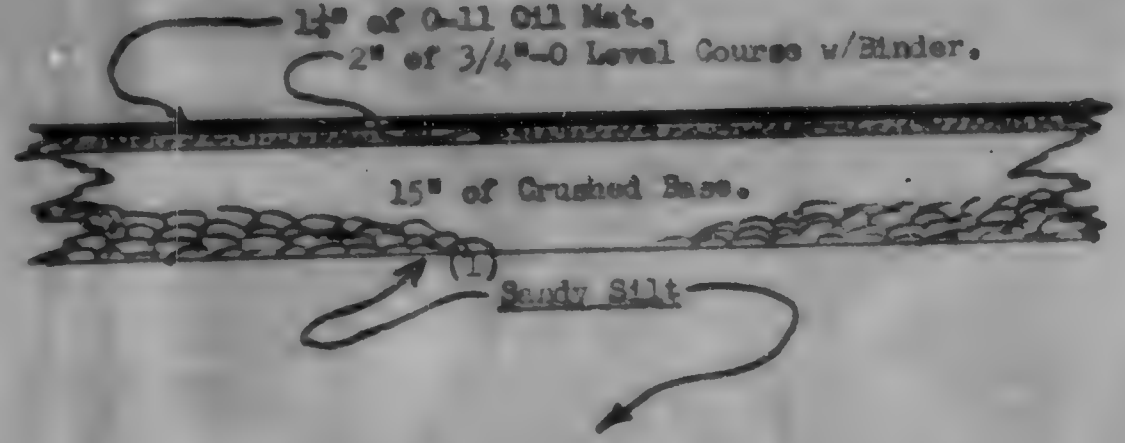
Annual Precipitation 16"± Frost Penetration 36"-42".

(1)
Typical Soil

27	LL
7	PI
93	%P 10
69	%P200
7	%Gravel
8	%C Sand
16	%F Sand
53	%Silt
16	%Clay
18	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (7)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual	
	1½	1½	C-11
	2	2	Level
	15	15	Cr. Base
18½	18½	18½	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
F. B. KLAUBE

Submitted by C. J. Kunz for Staff Assistant

Recommended by O. O. Nichols Engineer of Materials

Recommended by R. R. Cameron Construction Engineer

Approved by F. B. Klaube Asst. State Highway Engineer

APR 7 - 1955

SECTION: McEWEN - MASON DAM

HIGHWAY: SUMPTER VALLEY

COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 150 (Total)

B. Future ADT 300 (Total)

C. Mean ADT 225 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ 5% x (C) 225 = 11.25

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 11 x (H) 100 % = 11

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.2

SECTION: MACKEN - MASON DAM

HIGHWAY: SUMPTER VALLEY

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this project is in an isolated section of the State with no P.C.C. pavement in the immediate vicinity.

March 25, 1965

Mr. Ralph H. Geibel
Acting Regional Director
Bureau of Reclamation
Post Office Box 937
Boise, Idaho 83701

Dear Mr. Geibel:

Reference is made to your letter of March 12 which referred to G. L. Decker's letter regarding the McEwen-Mason Dam Section of the Sumpter Valley Highway, listing field survey estimate and a higher rounded figure as a suggested budgetary amount.

Being unfamiliar with the accounting procedure involved, it was not the intent of the Highway Department to do other than define the area of the estimate provided. We plan to have the project in shape for bidding about May 18 and at this time, as far as we are concerned, we see no reason that schedule cannot be met. We have not received any assurance that your fiscal situation will permit receipt of bids at that time.

Under separate cover we are sending to you, three copies of the estimate, three print reproductions of the detail map, three prints of the profile, and three prints of the typical sections, all as prepared in the field in lieu of the items mentioned in the January 30, 1964 agreement. As indicated above bidding plans and specifications are in the process of being prepared.

Advance copies of plans and specifications will be sent for your consideration as soon as they are available. A truly firm estimate can be prepared only after completion of plans.

We trust the information provided will suffice until plan and profile drawings are prepared. It is to be expected that some variations will develop in figures and details when bidders plans are developed.

We will appreciate being informed if award of contract in May is possible under your budgetary limitations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures (under separate cover)

cc Forrest Cooper
R. L. Porter
F. D. Morgan

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO:
150

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

MAR 12 196[illegible]

Dear Mr. Shaw:

Pursuant to a request by Mr. Van Uden of this office to Mr. Frank McKinney, we were advised by letter dated March 9 from Assistant Construction Engineer G. L. Decker of your office that the estimate for the relocation of Secondary State Highway No. 410 to accommodate the Mason Dam and Reservoir of the Baker Project, Oregon, amounts to $1,236,000, and that as a budgetary amount this figure might be rounded to $1,300,000.

We appreciate being furnished this information in connection with the drafting of the proposed relocation contract between the State and the Bureau. We are not certain as to what Mr. Decker means by his statement that the $1,236,000 cost does not include bridge design, preparation of plans and specifications, administrative costs, changes of plan, or other unforeseen conditions. As you are aware, the payments to the State for all field survey and design work, including the preparation of plans and specifications, is covered by the January 30, 1964 contract between the State and the Bureau as supplemented by our letter of August 18, 1964. Costs under this agreement should therefore not be included in the cost estimates to be inserted in the relocation contract. Administrative costs after award of contract, including changes of plan or other unforeseen conditions, as mentioned in Mr. Decker's letter of course will be included in the compensation to the State under the relocation contract, and the estimate for such cost should be included in the overall cost estimate to be incorporated in such contract.

Under the terms of the January 30, 1964 agreement, as supplemented by later correspondence from this office, particularly our letter of August 18, 1964, requesting that the State proceed with the development of final plans, specifications, and cost estimates up to the point of issuance of the call for bids, we would appreciate being furnished at your earliest convenience the three copies of the cost

estimate, and if they are available the three plan and profile drawings showing typical sections. As you are aware, these are called for by article 10 of the January 30, 1964 agreement. We understand that the plans and specifications for the relocated highway are also in the course of preparation by your organization and hope that they will be available for review by the Bureau in the very near future.

What we hope will be the final draft of the relocation contract, together with the revised plat showing the existing facilities and the relocated facilities, are now being prepared and will be forwarded to you the first part of next week. The cooperation extended to us by you and Mr. McKinney is very much appreciated.

Sincerely yours,

Lucas H. Paine

Acting Regional Director

RECEIVED
MAR 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1965
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 100M 4-62

RECEIVED
MAR 25 1965
PORTLAND

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDDY, MEMBER
WASCO
DAVID B. [illegible], MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1-1-11-C

6-77

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 9, 1965

Mr. Robert T. VanUden
Bureau of Reclamation
P. O. Box 937
Boise, Idaho

Dear Sir:

Mr. Frank McKinney has requested an estimate of the cost of construction of the section known in our records as McEwen-Mason Dam, Sumpter Valley Highway in Baker County for you from this department.

I have before me the field estimate prepared by our field location crew by referring to our cost section for prevailing December 1964 prices which are considered satisfactory at this time.

This estimate includes provision for construction engineering and minor variation in quantities and amounts to $1,236,000. It does not include bridge design, preparation of plans and specifications, administrative costs, changes of plan or other unforeseen conditions.

As a suggested budgetary amount, an arbitrary figure is added to make a rounded amount of $1,300,000 which I believe would cover the cost outlined by this letter.

Very truly yours,

F. D. Morgan
Construction Engineer

by G. L. Decker
G. L. Decker
Ass't Construction Engineer

JEM:dc
cc: Lloyd P. Shaw
Frank McKinney

RECEIVED
MAR 10 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1965

SUBJECT: McEwen-Mason Dam Section
Sumpter Valley Highway

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

As per your request, an investigation was made on the above section as to type of right of way the State holds.

Along the abandoned railroad the State has a Bargain and Sale Deed for 60 feet of width from the beginning of the project to the center of Section 24, T 10 S, R 38E, and a Quitclaim Deed for a 200-foot width from the center of Section 24 to the end of the project.

The State has a Warranty Deed on State Highway 410 from the beginning of the project to the east quarter section line of Section 17, T 10 S, R 38 E. This Deed covers a 60-foot width excluding out the area already covered by the Deed on the abandoned railroad. The rest of State Highway 410 was acquired by the County in 1937. No record was found where this right of way was transferred to the State.

The State has a Warranty Deed on the Material and Stockpile Site located in Section 18, T 10S, R 38 E. There is also a Borrow Area Lease in Section 24, T 10 S, R 38 E, which will expire September 19, 1981.

There is no objection to the 15-foot buffer strip between the proposed highway right of way line and the mid-section line of Section 15 between approximate highway centerline Station 290 to Station 310 that the Bureau has requested.

F. D. Morgan
Construction Engineer

DEK:fp

By
J. E. Morelock
Chief Locating Engineer

NOTED
LLOYD P. SHAW

Copy to
McKinney
3-12-65

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424

FEB 19 1965

REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

AIR MAIL

Mr. Forrest Cooper, State Highway Engineer
State of Oregon
Salem, Oregon 97310

Re: Highway Relocation - Mason Dam
and Reservoir - Baker Project,
Oregon

Dear Mr. Cooper:

In accordance with the telephone conversation which Messrs. Van Uden and Torkelson had with Mr. McKinney, we are enclosing a map to be used as an exhibit to the relocation contract with the State of Oregon.

On the map we have shown the revised Bureau of Reclamation taking line. Also, we have indicated the section of highway for which the U. S. Forest Service will grant a right-of-way permit. This area is located in Section 19, T. 10 S., R. 39 E. We have also indicated in pencil the approximate area covered by the lease with C. F. and Beulah Roda.

Very truly yours,

[signature]

Regional Supervisor of Irrigation

Enclosure

CONSTRUCTION DIV.
FEB 2 1965

REFERRED TO
[signature]
Asst. Const. Engr.

RECEIVED

TO SUMPTER

R.D. RASMUSSEN

NORMAN HANSEN

Begin Project
L 179+66.92

Tied Corner

60' wide
30' on each side

BAKER COUNTY

60'

STATE

NORMAN HANSEN

100'

100'

100'

Hwy. R/W

Hwy.

147-489
B&S Deed
5 of 17
40' wide - 30' each side

COUNTY ROAD

18

17

19

20

Material Source

BAKER COUNTY

HUDSPETH BRO'S.

HUDSPETH BRO'S

SETH B. DENNIS

4071

See 6B-20-13 and 5B-7-

E/e # 13603 for R/w of KR

HUDSPETH BRO'S.

MAX SIMPSON

150'

Tie for

100'

Warranty Deed 249-241

War. Deed Blw 10231

EN

100'

60'

150'

078.6

250

4071

Proposed R/W

Hwy. Deeds

Orig. Co. R/W

STATE HIGHWAY A.D.

60'

17

20 21

Deer

Abandoned Railroad

MAX SIMPSON

Deed R/W

POWDER

RIVER

CHARLES HOLLAND

NORMAL MAX WATER

SB-1-3

RR

Fifteen foot buffer strip between Relocated Highway and mid-section line, which is North boundary of Bureau's Acquisition

R. D. RASMUSSEN

Tied mrkd. rock for 1/4 corner

Tied corner

Boundary

PROPOSED TAKE LINE

PROPOSED HIGHWAY

410

RELOCATION

Notional

BROOKS HAWLEY

4078.6

16 15
21 22

15 14
22 23

MAXIMUM WATER SURFACE

WALTER HANBY

MAX SIMPSON

(County acquired road in 1937)

(have no record of transfer to State)

$S^2 N^2$ 1/2 2
1/2 SE 1/4 SW 1/4
Both 60 wide
30' on each side

C. FRI

Creek

MINIMUM W

3990

B & S Bargain & Sale

4071

MAL MAXIMUM WATER SURFACE

R. D. RASMUSSEN

Bureau of Reclamation's proposed take line (Blue line)

WHITMAN

NATIONAL

R.D. RASMU...

C. FRED RODA

S½ NW¼ of 23
B & S 156-314' 60' wide 30' on each side

N½ S½ 23
B & S 156-314
60' wide
30' each side)

...UM WATER SURFACE

3990 Detour

147-40

B & S Deed.

SW¼ of 24
60' wide - 30' on each side

Project 1515+00

Right of way for this section to be granted by the National Forest

T.10S. R.38E.

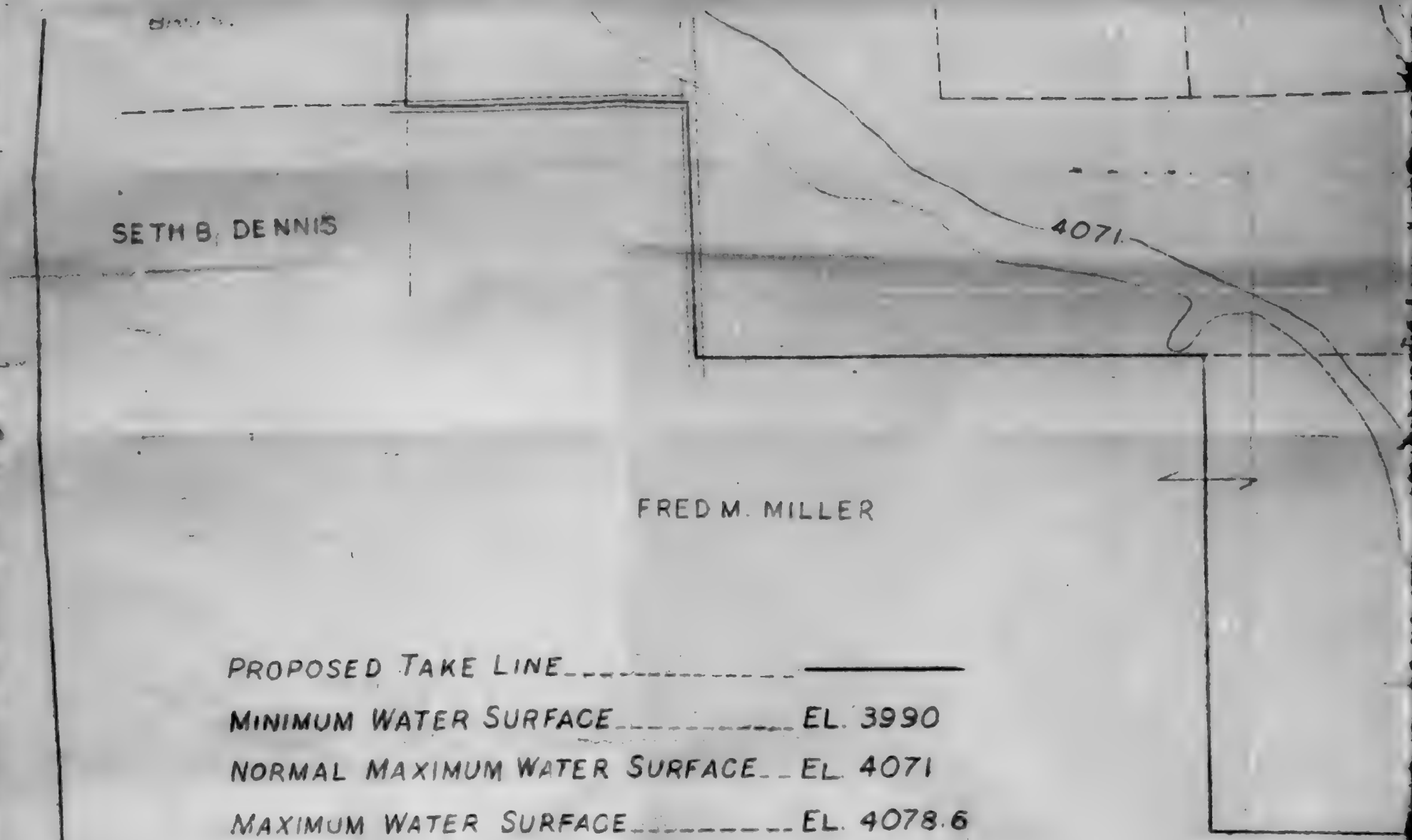
T.10S. R.39E.

FOREST

U.S. 50

MISSOURI DAM S

100'
500
140'
100'
80'
150'
100'
140'
200'
150'
120'
80'
80'
130'
125'
100'



PROPOSED TAKE LINE_____

MINIMUM WATER SURFACE_____EL. 3990

NORMAL MAXIMUM WATER SURFACE__EL. 4071

MAXIMUM WATER SURFACE_____EL. 4078.6

CREST OF DAM_____EL. 4085

STA
STAT
LAND

POWDER

RIVER

CHARLES HOLLAND

NORMAL MAXIM
WATER SU

FRED M. MILLER

20 21
29 28

2
28

U. S.

STATE LAND TO BE DEEDED TO BUREAU OF RECLAMATION — green
STATE LAND TO BE RETAINED FOR USE BY HWY. DEPT. — brown
LAND TO BE DEEDED TO STATE BY BUREAU OF RECLAMATION — red

Creek

MINIMUM WATE

3990

B&S Bargain & Sale

MAXIMUM
R SURFACE

4071

R. D. RASMUSSEN

21 22
28 27

22 23
27 26

PROPO

WHITMAN

NATIONAL

OREGON STATE HIGHWAY DEPARTM

MASON DAM AREA & PROPOSED RELO

McEWEN-MASON DAM SECTIO

SUMPTER VALLEY HIGHWAY

Baker, County
January, 1965

800 400 0 800 1600 2400

SCALE OF FEET

WATER SURFACE

3990 Detour

147-109

B+S Road

Sw' of 24
4' wide - 2' on each side

Borrow Area

23 24

26 25

ROPOSED TAKE LINE

U. S.

Exp. 9/17/81
Rancho Sublease

4071
4078.6

FOREST

ARTMENT

RELOCATION

SECTION

WAY

2400 3200

This Map Traced, In Part, From a Bureau of Reclamation Map No. 569-137-1, Aug. 28, 1964 - Baker, Oregon.

T.10 S. R.3 E.

T.10 S. R.4 E.

Section to be surveyed by the National Forest

MASON DAM SITE

End of project STA 515+00

QC Deed 200'

QC Deed (147-49)

S ½ SE¼ of 24 R.R. 200' wide - 100' on each side

N ½ NE¼ of 25 R.R. 200' wide, 100' on each side

24 19

25 30

THIS 80 ACRE TRACT IS U.S. PROPERTY, BUT MINERAL RIGHT RETAINED BY EDWARD HINES LUMBER COMPANY.

QC - Quitclaim

PROPOSED BLACK MT. ROAD RELOCATION

U. S.

4071
078.6

omation
on.

EXHIBIT "A"

January 26, 1965

RECEIVED
FEB 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

101-1126
C-77

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1965

Mr. Robert T. Van Uden
Bureau of Reclamation
P. O. Box 937
Boise, Idaho

Re: Mason Dam

Dear Mr. Van Uden:

Please find enclosed herewith a copy of the language used in the agreement between the Corps of Engineers and the State Highway Department for the transfer of right of way for the construction of the John Day Dam.

I am sorry I could not get this to you sooner, and I will attempt to go over your other proposals with Mr. Shaw today.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
encl.

cc: Lloyd P. Shaw
G. E. Rohde

NOTED
LLOYD P. SHAW

RECEIVED

Copy To Morgan
2-24-65

ARTICLE 2. Obligations of the Government.

"a. At its own expense subject to the provisions of Article 5a acquire fee title to all the rights-of-way required for the relocation and construction of the highways affected by said Project and covered by this agreement, with complete control of access for Interstate Highway 80N in accordance with the standards of the National System of Interstate and Defense Highways. . . ." Page 5.

"c. Within a reasonable period of time after acceptance of the relocated facilities by the State as herein provided, convey to the State by quitclaim deed, satisfactory to the State and approved by the Secretary of the Army, all its right, title and interest to all lands, including access rights, acquired as provided above, ..." Page 8.

"c. . . . "The Government shall reserve in such conveyances a perpetual and assignable flowage easement over, upon and across all said lands above the axis of the John Day Dam for the purpose of inundation, overflow, saturation, percolation and wave action which may result from a pool, including backwater effect, created by water level at the John Day Lock and Dam of elevation 268 feet above mean sea level, U.S.C. and G.S. datum for a maximum discharge rate of 1,050,000 c.f.s. including temporary fluctuations above this elevation resulting from wave and surge action due to wind and other uncontrollable and unpredictable forces, . . ." Page 8.

"c. . . ."The Government shall furnish the State with satisfactory evidence of its title to the lands and easements to be conveyed to the State." Page 9.

101-1126 McEwen-Mason Dam Sec., Sumpter 1965 Valley Hwy. (Grad., Oil. & Struct.)

#6597

Folder # 1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 150
200

OCT 26 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

By letter from this office addressed to your Division Engineer at LaGrande, Oregon, dated August 18, 1964, with a copy to your office, you were requested to complete the survey work and to proceed with the development of final plans, specifications, schedule of items, and cost estimates up to the point of issuance of the call for bids on the relocation of State Secondary Highway No. 410, Baker Project, Oregon. At the time that the August 18 letter was written, it was contemplated that this road would be relocated on the route identified as Route 5. By our letter of October 16, addressed to your office with a copy to the Division Engineer at LaGrande, you were advised that as a result of the meeting at Baker, Oregon, the road was to be relocated on Route 3 rather than Route 5, and the basic understandings reached at the October 12 meeting at Baker were set forth with a request that you confirm the understandings which involved your office. We have not had a reply to our October 16 letter but expect one will be forthcoming in the near future. We understand that State Highway personnel are presently engaged in the survey of Route 3.

As you are aware, in addition to the surveys, plans, specifications, and cost estimates for the relocated road, it will be necessary to negotiate a contract between the Bureau and the State to cover the actual relocation work by the State at the expense of the United States. We have, therefore, prepared and are enclosing two copies of a proposed form of agreement for your consideration. In view of the fact that the final locations, plans, specifications, and cost estimates are not yet complete, certain blank spaces have been left in the draft for the insertion of the required data as soon as it is available. Almost all of the data required will be developed and furnished by your office. To expedite the negotiation of the relocation contract, we would appreciate your reviewing the enclosed form

Copy to FC

of agreement at your earliest convenience and furnishing us with your comments. This matter can probably be handled more expeditiously at a conference in Salem, after you have had an opportunity to review the enclosed draft. We suggest, if convenient for your staff, a meeting on November 5 or 6.

Please advise whether a meeting on either of the suggested dates will be convenient for your staff.

Sincerely yours,

Merrill J. Mackey

Acting for H. T. Nelson
Regional Director

Enclosures - 2

Copy to: Commissioner, Washington, D. C. (Airmail)
Attention: 200 (with enclosure)
Division Engineer, Oregon State Highway Department,
LaGrande, Oregon (with enclosure)

RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO:
150
200

OCT 16 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This office appreciated the opportunity afforded by the meeting in Baker, Oregon, on October 12 to fully discuss and learn all points of view with respect to plans for various alternatives for the location of a replacement highway that will be necessary by reason of the construction of the Mason Dam and Reservoir, Upper Division, Baker Project, Oregon. As you know, this meeting was conducted by Congressman Ullman and representatives of the Forest Service, the National Park Service, the Bureau of Outdoor Recreation, the County Court, the Oregon Highway Commission, the Baker Valley Irrigation District, local Sportsmen's groups, and this office were present.

Certain basic understandings were reached at the October 12 meeting. Among these understandings were the following:

1. The Bureau must assure completion of the entire Baker Project, including the highway relocation and the minimum basic recreation facilities, within the limitation of appropriations authorized to be made to the Bureau for the project.

2. The State Highway Engineer advised that both Relocation Line 5, the route previously being surveyed by the State Highway Department, and Relocation Line 3, the route requested by the Forest Service and the National Park Service, meet the requirements of the State Highway Department for relocated roads to current state standards.

3. This means that the benefits of Line 3 over Line 5 would be the enhancement of recreational facilities.

4. The State Highway Department advised that the change from Line 5 to Line 3 is not expected to result in an increase in construction cost greater than $80,000.

5. The change from Line 3 to Line 5 will also involve an additional $15,000 for the acquisition of 120 acres of land, making the total additional cost for recreation enhancement approximately $95,000.

6. The State will do everything possible to effect savings in the cost of highway construction by adhering to essential requirements under current standards and by relaxing requirements for temporary detour roads.

7. The Bureau, if required to do so by ceiling restrictions, would, with the advance clearance of appropriate congressional committees, cover the additional cost of relocating the highway to Line 3 rather than Line 5 with funds allocated for minimum basic recreation facilities.

8. The Forest Service, with funds available to it for recreation purposes and providing legislation is enacted to give the acquired lands national forest status, would assume the responsibility for and provide such of those authorized basic minimum recreation facilities as the Bureau could not provide within the overall appropriation limitation.

9. The State Highway Department will expedite surveys, designs, and specifications to conform with the Bureau's current construction schedule and thereby avoid delay in commencement of project construction. The State Highway Department representatives indicated that by concentrating on this work it was considered possible to have it completed by December 20, 1964, and the designs completed and specifications available so that a contract for construction could be awarded in April 1965.

We appreciate very much the cooperation expressed at the October 12 meeting by you, particularly your constructive suggestions for economy in construction of the highway insuring the accomplishment of the road relocation within the appropriation limitations provided by the Congress. As you can readily understand, immediate resolution of the final location of the relocated highway is essential, if a full year's delay in commencement of project construction is to be avoided. In keeping with the understandings at the meeting, we need your confirmation of understandings Nos. 4, 6, and 9 set forth above. A similar letter is being forwarded to the Regional Forester requesting his written confirmation of understanding No. 8. On the basis of the understandings reached at the October 12 meeting, please proceed with the survey on Line 3 just

as expeditiously as possible. If the arrangements outlined above, to the extent that your agency is involved, are satisfactory to you, you are requested to sign a copy of this letter in the space provided in the lower left-hand corner thereof and return it to us at once.

Sincerely yours,

Regional Director

In duplicate

Accepted:

_____
State Highway Engineer

Copy to: Commissioner, Washington, D. C. (Airmail)
Attention: 200
Division Engineer, Oregon State Highway Department,
LaGrande, Oregon

RECEIVED
OCT 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1965
FOR FILING
101.1126
6.37

January 14, 1965

Mr. G. H. Talbott
USDI Bureau of Reclamation
Upper Columbia Development Office
Post Office Box 5200
Spokane, Washington

Dear Mr. Talbott:

In reply to your request given to our Division office in La Grande, we have received the following information regarding construction estimates for the Sumpter Valley Highway relocation necessitated by the Mason Dam project.

The estimated cost for the "replacement in kind" facility for the existing highway is $810,000 for a route 6.35 miles in length. This route would follow along the northern edge of the proposed reservoir in the same general position as the route being followed by the proposed facility for which, at this time, a location survey is being completed. This estimate is for an oil surface road with a top width of 28 feet.

The above estimate does not include costs necessary to construct the relocated highway to conform to the required present-day standards.

We trust that this information will prove satisfactory for your use in preparation of the necessary report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. C. McKinney

CAA:jw: ajw

FORM E-30 BOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1965

SUBJECT: McEwen-Mason Dam Section
Sumpter Valley Highway

To: Mr. Lloyd P. Shaw
Asst. State Highway Engineer

Building

In accordance with your request, we have reviewed the proposed draft that is to be submitted to the Bureau of Reclamation. Our proposed draft is attached hereto.

We feel that the draft does not in any way commit this department to any action that we would not desire to follow.

We have, however, taken the liberty of making some changes in your proposed draft. After consulting with Gil Becker and D. J. Barbee, we have made the following changes:

1. We have increased the estimate to $810,000. This figure takes into consideration the $30,000 that has been spent in the last three years for the placement of bituminous surfacing on the existing highway.

2. We have changed "gravel surface road" to "oil surface road."

3. We have added the following sentence: "The above estimate does not include costs necessary to construct the relocated highway to conform to the required present-day standards."

We are returning herewith your file on this matter.

Frank C. McKinney

FRANK C. McKINNEY
Acting Assistant Counsel

CAA:jw
cc: Forrest Cooper
R.L. Porter

Attachments

Salem, Oregon
January 8, 1963

McNeen-Mason Dam Section
Sumpter Valley Highway

Mr. F. C. McKinney
Assistant Counsel

Attached are copies of three letters in regard to the above subject. Mr. Barbee's cover letter of December 23 explains the presumed need by the Bureau of Reclamation for an estimate of the value of the existing highway in the Mason Dam section.

Mr. Coulter's letter of December 11 conveys the Bureau of Reclamation's need for an estimated cost, and the rough draft attached is for the signature of the writer or some other person in Administration.

Will you please check, in particular, the rough draft with the idea that it should not in any way commit the Department to some action we would not desire to follow. If you find it satisfactory, please return it at the earliest possible date for further action on my part.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter

FORM B-90 REV 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 11, 1964

SUBJECT: McEwen-Mason Dam Section
Sumpter Valley Highway
Baker County

To:
F. D. Morgan
Construction Engineer
Salem

Attached hereto you will find a reconnaissance-type estimate on the subject section for replacement in kind rather than replacement to current standards. This is the estimate requested by Mr. Moore of the Bureau of Reclamation and for which they expressed a desire for knowing the estimated cost at an early date.

As you will note in the copy of the letter of transmittal from Resident Engineer Cameron, monies were not included for the placement of the bituminous surfacing on the existing highway by our maintenance forces. During the past three years, we have gradually built up a semblance of an oiled road for which we have expended some $30,000 in cost.

We are also attaching a rough draft of a letter to the Bureau of Reclamation forwarding the information in this reconnaissance report.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:if

Attachment

REFERRED TO
Mills
Asst. Const. Engr.

CONSTRUCTION DIV.
DEC 1 1964
HIGHWAY ENGR
CE ASSTS.

RECEIVED
NOV 12 1964
FOR FILING

November 10, 1964

Mr. J. Herbert Stone
Regional Forester
U. S. Forest Service
Post Office Box 4625
Portland, Oregon 97208

Dear Mr. Stone:

Thank you for your kind letter of November 5 in which you refer to the cooperative effort which resulted in a solution to the Mason Dam recreation problem in Baker County.

It is my feeling that the stand of the Forest Service in this matter was the major contributing factor to arriving at a satisfactory solution. I commend you.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners
R. L. Porter
Victor D. Wolfe

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND, OREGON 97208

IN REPLY REFER TO

2510

November 5, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

As a result of the recent Baker meeting between persons interested in the highway relocation around the proposed Mason Dam it appears that we have reached a fully acceptable agreement which will be in the greatest long term public interest.

I would like to take this opportunity to express my appreciation and that of a number of my staff for the fine leadership and support you have given this effort. It is our feeling that credit must go to you in large measure for the successful negotiation of the accepted route.

It is a continuing pleasure for us to work with you and members of your staff on this and other difficult problems. It is especially gratifying when we can work together on one that we both view as being so necessary in the public interest and conclude it successfully.

Sincerely yours,

J. Herbert Stone

J. HERBERT STONE
Regional Forester

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
NOV - 9 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 2 - 1964
FOR FILING

October 30, 1964

Mr. H. T. Nelson
Regional Director
Bureau of Reclamation
Post Office Box 937
Boise, Idaho 83701

Dear Mr. Nelson:

In reply to your letter of October 16, we are in general agreement with the basic understandings set forth therein. The following tabulation is of these understandings in which the Highway Department has some interest and control.

1. Both Relocation Line 3 and Relocation Line 5 meet the existing standard requirements of the Oregon State Highway Department for this type of road for the present traffic.

2. On the basis of preliminary estimates, prepared on a reconnaissance analysis utilizing an uncontrolled aerial contour map and a minimal amount of field investigation, it appears that the cost of constructing a highway along Route 3 would be slightly greater than along Route 5. Because of the information available on which to base these estimates, no guarantee can be made as to the accuracy of the estimated costs on either line nor of the difference between them.

3. The Highway Department will do everything possible to effect savings in the cost of the proposed highway construction by relaxing requirements for detour roads but still maintaining our standards on the new highway facility.

5. The Highway Department will expedite the survey, design and specifications to conform with the current construction schedule of the Bureau of Reclamation insofar as we have been advised. It is considered possible that field work on this survey can be completed by about December 20, 1964, and that plans and specifications can be available for award of the construction contract in April 1965. (The award of a

contract is contingent upon the negotiation of an agreement between the Bureau of Reclamation and the Oregon State Highway Commission and the availability of the necessary Mason Dam Project funds.)

According to information I have received from the field, we are energetically proceeding with the survey on Line 3.

Your suggestion as to November 5 or 6 for a meeting in Salem to discuss the relocation contract is satisfactory. We will have personnel available on whichever date meets your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe
A. W. Parson

HSC:dj/RLP:ms

FORM E-30 REV 3-63 49907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 23, 1964

SUBJECT: McEwen-Mason Dam

To:

Mr. Forrest Cooper
State Highway Engineer
Salem

In compliance with your telephone request on October 21, you will find attached a rough draft of an answer to the October 16, 1964, letter from Mr. H. T. Nelson, Regional Director, Bureau of Reclamation. It is an attempt to agree in principal to the various items discussed at the meeting in Baker without placing the department in any kind of a position that could later return to haunt us and also in language that should not reflect any distrust in the Bureau.

An analysis was made of the survey progress and costs. From the comparisons that can be made to date between design grading quantities and those estimated in our reconnaissance work, the figures are compatable and if the same relationship continues, we could come in with an estimate below that on the reconnaissance. Of the survey costs to date the figure quoted at the October 12 meeting of $10,000, lost because of changing horses in the middle of the stream, seems close. (A loss of about $6,000 in running "L" line and cross-sections on the line being abandoned and part, possibly half, of some $10,000 spent in "P" line, topog, etc.) At this time it appears that the survey can be completed and forwarded to this office some time before the middle of December. We plan on augmenting the present crew, if necessary, to complete the field survey by the December 20 date mentioned at the October 12 meeting. It also appears that we can complete the field survey with a total cost of about $40,000 including those costs lost because of the change in route. We will attempt to keep you informed of the progress of the work on this section.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

ROUGH DRAFT

Mr. H. T. Nelson
Regional Director
Bureau of Reclamation

Dear Mr. Nelson:

In reply to your letter of October 16, 1964, I am in general agreement with the basic understandings set forth therein. The following tabulation is of those understandings in which the highway department has some interest and control.

1. Both Relocation Line 3 and Relocation Line 5 meet the existing standard requirements of the Oregon State Highway Department for this type of road for the present traffic.

2. On the basis of preliminary estimates, prepared on a reconnaissance analysis utilizing an uncontrolled aerial contour map and a minimal amount of field investigation, it appears that the cost of constructing a highway along Route 3 would be slightly greater than along Route 5. Because of the information available on which to base these estimates, no guarantee can be made as to the accuracy of the estimated costs on either line nor of the difference between them.

3. The Highway Department will do everything possible to effect savings in the cost of the proposed highway construction by relaxing requirements for detour roads but still maintaining our standards on the new highway facility.

5. The Highway Department will expedite the survey, design and specifications to conform with the current construction schedule of the Bureau of Reclamation in so far as we have been advised. It is considered possible that field work on this survey can be completed by about December 20, 1964 and that plans and specifications can be available for award of the construction contract in April 1965. (The award of a contract is contingent upon the negotiation of an agreement between the Bureau of Reclamation and the Oregon State Highway Department and the availability of the necessary Mason Dam Project funds.)

The congeniality and friendly atmosphere that was present at the October 12 meeting in Baker pointed out a unity in desire of all the varied interests of the numerous organizations represented. It is a pleasure to attend such a meeting.

According to information I have received from the field, we are energetically proceeding with the survey on Line 3.

FORM E-123X 50M 3-63
RECEIVED
NOV 2 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

[illegible] 1136
[illegible]
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 28, 1964

Area Engineer
Bureau of Reclamation
Post Office Box 5200
Spokane, Washington 99205

Dear Sir:

The Oregon State Highway Department is planning to build three structures on the Powder River between North Powder and Baker in connection with the relocation of the Old Oregon Trail Highway (US30-I80N). It is our understanding that Mason Dam, to be constructed in connection with the Upper Baker Valley Project, will result in some flood control at the sites in question.

Could you please furnish us with estimates of the natural 10-, 25-, and 50-year floods at Baker and Haines and similar peak discharges with the flood control in operation? Also, what is the probable date of effective flood control?

We appreciate your cooperation.

Very truly yours,

John C. Jenkins
Assistant Research Engineer

JCJ:bbc

cc P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
OCT 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

OCT 1964

FORM 8-60 SOM 10-63 84576

101 1126

6277

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1964

SUBJECT:

To: MEMO TO FILE

On this date, a meeting was held in the office of County Judge Lloyd Rea in Baker to discuss the road relocation occasioned by the construction of the Mason Dam in Sumpter Valley.

Congressman Al Ullman acted as chairman. Representatives of the Bureau of Reclamation, National Park Service, U. S. Forest Service, Bureau of Outdoor Recreation, the landowners group that sponsored construction of the dam, the County Court, and the Highway Department were in attendance. The Highway Department was represented by Forrest Cooper, State Highway Engineer, and Scott Coulter, Assistant Division Engineer.

The immediate problem was to find sufficient funds to construct the road on a route slightly remote from the pool created by the dam to provide areas for recreation adjacent to the lake.

The Bureau of Reclamation was represented by Harold T. Nelson, Regional Director of Boise. Mr. Nelson stated that they just had so much money and that if the cost of the road exceeded this amount someone would have to provide the additional funds. After a rather lengthy discussion and some prodding by Congressman Ullman, the Bureau of Reclamation agreed to use all of the funds available for road and recreation tc build the road, with the Forest Service picking up the tab for the recreational development per se.

I informed the group that we would work very closely with the Bureau of Reclamation engineers to hold the cost of the road improvement and the necessary detours to a minimum so that the project could be undertaken. Surveys for this road are being made by our engineers under the direction of A. F. Parson, Division Engineer at LaGrande. I have asked Mr. Parson to keep me posted re progress.

Forrest Cooper
State Highway Engineer

FC:fn
cc Commissioners
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
T. D. Morgan
A. F. Parson - Please keep this office informed re the above.

Teletype
To Coulter —

Your figures
on Mason Dam
appear OK for
preliminary use
Shaw

MCE LAG 62 10-7-64 943A

SHAW

THE FOLLOWING IS THE INFORMATION REQUESTED BY THE BUREAU OF RECLAMATION AND OUR PROPOSED ANSWER. DOES THIS LOOK ALRIGHT TO YOU?

	ROUTE 5 PRESENT DATE	ROUTE 3 PROPOSED DATE
COMPLETION OF FIELD SURVEYS	DEC 1, 1964	$3: 20, 1964
COMPLETION OF PLANS AND SPECIFICATIONS	FEB 1, 1964	FEB 20, 1964
EXPECTED AWARD DATE ASSUMING FUNDS AVAIL	APRIL 6, 1965	APRIL 6,1965
EXPECTED COMPLETION DATE		
1. ROADWAY FROM BELOW DAM TO TOP OF DAM AND DOWN TEMPORARY ROUTE (GRAVEL SURFACE ONLY).	OCT 1,1965	OCT 1,1965
2. ENTIRE COMPLETED HIGHWAY	JULY 1,1966	JULY 1,1966
COST ESTIMATES (CURRENT)		
1. RELOCATED HIGHWAY	$932,302	$941,025
2. DETOUR	$ 35,215	$ 64,575
3. CONNECTION TO DAM	$ 13,189	$ 40,263
4. ENGINEERING AND CONTINGENCIES	$196,141	$209,173
TOTAL	$1,176,847	$1,255,036
SURVEY COSTS	$40,000	$50,000
OFFICE AND OVERHEAD COSTS	THE SAME ON BOTH LINES	
LOSS IN DOLLARS IF LOCATION IS NOW CHANGED FROM NO 5 TO NO 3 (INCLUDES SURVEY AND OFFICE WORK)	$10,000 MORE OR LESS	

IT SHOULD BE NOTED THAT THE ABOVE DATES AND FIGURES ARE ESTIMATED ONLY AND THE FINAL COSTS AND OR DATES WOULD BE DEPENDENT UPON WHAT DEVELOPS BETWEEN NOW AND COMPLETION OF THE WORK.

H S COULTER
DJ
--.

B

RECEIVED
OCT 9 - 1964
FOR FILING

Salem, Oregon
October 2, 1964

Mr. Forrest Cooper
State Highway Engineer

OFFICE

On this date, Norman Moore, Acting Director of the Bureau of Reclamation at Boise, called and stated that at the request of Representative Ullman's Administrative Assistant (a Mr. Aherne) a meeting would be held at 9 a.m., October 12 in Judge Rae's office in the Baker County Courthouse. The meeting is to discuss the highway relocation made necessary by the proposed Mason Dam.

Mr. Moore stated that the Bureau of Reclamation, the Forest Service, and the National Park Service would also be represented. He requested that you be there if possible; if not, to send a representative.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

NOTED
R. L. PORTER

RECEIVED
SEP 22 1964
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND, OREGON 97208

IN REPLY REFER TO
2140 (5610)

September 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

In reference to Mr. Shaw's letter of September 9, we are requesting Wallowa-Whitman National Forest Supervisor John L. Rogers to analyze the "Route 5" highway relocation at Mason Dam. His analysis will determine the effect of the Route 5 location on potential recreation development of the reservoir area, as compared to the location we have urged. It will assess the comparative impact of the two locations on esthetics and on the character of recreation use that can be developed at the reservoir, and will compare estimated costs of recreation development as allowed or required by the two locations.

We expect to have this comparative information by October 1. We do not know whether the comparative analysis will be convincing or compelling as to advantages of our proposal, but at least it will give us a base from which to decide a further course of action.

Thank you for giving us this opportunity of studying the matter and of offering any thoughts we may develop on a position that should be taken.

Sincerely yours,

W. W. GANO
Regional Engineer

RECEIVED
SEP 21 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1964
FOR FILING

September 9, 1964

Mr. W. W. Gano, Regional Engineer
United States Forest Service
Post Office Box 4137
Portland, Oregon

Re: Relocation of Secondary
Highway No. 410
Baker Project (Mason Dam)
Baker County

Dear Mr. Gano:

The Bureau of Reclamation, by letter of August 18, has requested our Division V engineers to prepare plans, specifications, and an estimate of "Route 5" on the subject project. I believe you were familiar with the various reconnaissance routes studied but unless you have been brought up to date on the progress of relocation surveys, the "Route 5" may not be very meaningful.

I contacted our Resident Engineer, Mr. Cameron, by telephone, and obtained some general information of the position of the present survey in relation to the reconnaissance line, which I understand you preferred. Mapping has not reached a level that provides much help in this sort of comparison but in general, the location of Route 5 is much nearer the northerly limits of the pool than was the Forest Service proposal. The easterly three miles actually crosses arms of the proposed pool.

It is our understanding that the Forest Service strongly favors retaining as much area between the relocated highway and the pool limits as possible. This would be most desirable from our point of view, since the possibility of development for recreational purposes is better if not severed from the pool by the highway. The Bureau of Reclamation's attitude apparently is to regard the cost of construction as more important than the services (other than irrigation) which could be realized from the project.

As matters now stand, the project seems to be drifting away from full development of its resources, with recreation being only a marginal consideration. This is certainly not the direction it should be taking. The development of recreational facilities in the northwest is of utmost importance to both the present economy of the country and the well-being of posterity. We would welcome any suggestions you might offer to convince the Bureau that its present course is not the best.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
SEP 11 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
September 3, 1963

SUBJECT: McEwen - Mason Dam Section
Sumpter Valley Highway
Baker County

To:

Mr. Lloyd P. Shaw
Asst. State Highway Engineer

Salem, Oregon

Pursuant to our telephone conversation of Sept. 1, 1964 I am sending herewith a tracing upon which we have shown the relative positions of reconnaissance route "Alternate A", and the projected L line which is now being run. The L line may also be identified with recon. "Route 5".

The L line (Route 5) is essentially the same as "Alternate A", except for a modification of about the Westerly 1½ miles.

The tracing furnished herewith was made as an overlay of the USBR General development map. It may be laid over the development map to correlate the routes with other features in the area.

R. R. Cameron
Resident Engineer

cc:AFParson

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1964
RECLAMATION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

83701

IN REPLY
REFER TO: 150

AUG 28 1964

Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Attention: Mr. H. S. Coulter

Dear Sir:

Re: Relocation of S.S.H. No. 410—Baker Project, Oregon

By our letter of March 27, 1964 addressed to the Salem office of the State Highway Department, we requested that any work on the preparation of the final specifications and designs for the relocation of State Secondary Highway No. 410 to accommodate Mason Dam and other features of Upper Division, Baker Project, Oregon, be deferred until the Bureau had an opportunity to review the trial location surveys and corresponding preliminary cost estimates prepared by your office. By our letter of June 10, 1964 to your office we advised that the route identified as Route 5 in the cost data furnished us by your letter of May 22, 1964, was the route to be used in the final location. You are proceeding with the final location survey of this route at the present time.

To permit the earliest possible commencement of construction of the relocated highway, it is now requested that you proceed with the development of final plans, specifications, schedule of items, and cost estimate up to the point of issuance of the call for bids. The State will be compensated for this additional work under the provisions of the January 30, 1964 agreement, Contract No. 14-06-100-4071, and this letter may be considered as a supplement to that agreement. A copy of this letter is being furnished to your Salem office for its files and information. Between now and early spring 1965, we propose to negotiate a further contract with the State for the construction of the relocated highway.

RECEIVED
AUG 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Reference S
#5
to
Letter to Geno
9-9

We would appreciate receiving at your early convenience, the estimates of cost, both for the relocation to current standards and the relocation to replacement in kind standards referred to in our letter of July 16, 1964.

Very truly yours,

Norman H. Moore

Regional Director

Copy to: State Highway Department
State of Oregon
Salem 10, Oregon

Acting for H. T. Nelson
Regional Director

Project Construction Engineer
Baker, Oregon

RECEIVED
JUL 31 1964
FOR FILING

701 1126
V 91

July 30, 1964

AIRMAIL

The Honorable Al Ullman
United States Representative
House Office Building
Washington, D. C. 20515

Dear Mr. Ullman:

Since our recent meeting in your office, I have again looked into the matter of the relocation of the highway around the pool of Mason Dam in the Sumpter Valley of Baker County.

The situation seems to be about the same as it was at the time of our discussion. I talked to the Forest Service people about it and they are still of the opinion, in which I concur, that the revision to provide for recreational areas should be made. They have apparently not been able to get any concession from the Reclamation people. In this connection, I am handing you a copy of the pertinent correspondence.

The Bureau of Reclamation seems to have followed a more or less established pattern of stating a position and adamantly refusing to give consideration to appeals for modification in the public interest.

I shall await your advice in this matter, as I believe you stated that you would review the problem with the Reclamation people.

If I can be of any further assistance, please let me know and I assure you of my continued cooperation.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:fn
Encl.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

List of Encl:
Copy of Gano's letter to Mr. Cooper 7-22-64
Copy of Reclamation letter to H. Stone 6-17-64
Copy of Stone's letter to Nelson 6-11-64
Copy of Stone's letter to Cooper 5-28-64

RECEIVED
JUL 31 1964
FOR FILING

FS
RECEIVED
JUN 18 1964

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO 83701

JUN 17 1964

Mr. J. Herbert Stone
Regional Forester
Forest Service
P. O. Box 3623
Portland, Oregon 97208

Re: Sumpter Valley Highway Relocation, Baker Project

Dear Mr. Stone:

Your June 11 letter reaffirms the Forest Service view that relocation of the subject highway along Route 5 will seriously jeopardize the recreational development of the Mason Reservoir. We are sorry this view still prevails for we had hoped that a recognition of our mutual authorities and responsibilities through our many discussions would serve to temper the matter.

As Mr. Torkelson explained to Mr. Bryant in Portland on June 12, the most economical route, identified as Route 5, is not a "water-line" route as one would assume from the schematic sketch furnished with our May 26 letter. This projected route follows the shore line near the Dam and adjacent lower portion of the Reservoir, but extends back from the shore line a reasonable distance in Sec. 15, T. 10 S., R. 38 E., W.M. As a matter of fact, the projected location extends outside of our original taking line, necessitating the acquisition of an additional 60 acres of land which we have agreed to acquire. This added strip of land, which should not cost in excess of $2,000, is needed for the most economical location of the highway and can, therefore, be justified as a project cost.

Your letter suggests that the $78,000 difference between the most economical location and that desired by the Forest Service is a very small sum as compared to the total project cost. This is true but when one considers that the original estimate for the cost of relocating the highway was approximately three quarters of a million dollars as compared to a present estimate of 1.2 million dollars, it is apparent that the construction cost ceiling, imposed by Congress, is very tight.

It should be recognized also that the $78,000 difference in cost of the two routes will not be the only additional cost involved if the

route which you favor is adopted. To place the road in this location would result in a privately-owned parcel of land of approximately 160 acres, lying between the road and the reservoir boundary line. Since this parcel is outside of our taking line and its purchase can only be justified on the basis of its recreational potential, we are without authority to acquire it. In the circumstances and based on our experience elsewhere, it would appear that this privately-owned parcel of land would be utilized for private cabin-site development to the detriment of the general public. Of course, it is quite likely that it will still be utilized for this purpose but the planned public use areas will be separated from the private cabin sites by a public highway and buffer strip by utilizing Route 5.

Because an orderly project construction program requires an immediate start on the final location of the relocated highway, we have given the Highway Department a notice to proceed on the necessary surveys and development of final cost estimates for Route 5. While we regret that this action was necessary you can be assured that we value your advice and will strive to cooperate in any way we can within the limits of our authorities.

Very truly yours,

H. T. Nelson

Regional Director

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
P. O. BOX 3623
PORTLAND, ORE. 97208

2310

June 11, 1964

Mr. Harold T. Nelson
Regional Director
Bureau of Reclamation
Boise, Idaho

Dear Mr. Nelson:

In your May 26, 1964 letter to us you advise the replacement of the Sumpter Valley Highway routes at Mason Reservoir differ in estimated cost by $70,189. This difference being between Route 5, or cheapest water level route, and Route 3 which is favored by the National Park Service and Forest Service. Other than the cost differential, Route 5 will destroy by highway position and construction nearly the major portion of Mason Reservoir's outstanding recreation and esthetic potential. It will eliminate any possibility of adequate recreation development room between the highway and reservoir. Route 3 will protect and enhance the project's ultimate recreation value.

You further state the Baker Project contains a very tight expenditure ceiling which cannot be exceeded, and the Bureau of Reclamation can only finance the least costly route.

We would like very much to again bring to your attention the concern of the Forest Service over the values at stake in this choice of highway positions and the reasons for our concern.

As you know the National Park Service study and report of July 1958, as printed in House Document No. 302 (January 1962) and in the Secretary of Interior's Blue Project Report of January 1961, did not evaluate the recreation potential of National Forest lands surrounding the project. Only two definite recreation development sites were inventoried by the Park Service, and a possible third was listed. The report states "However, the relocated road would need to be moved away from the reservoir in order to provide sufficient room for developments. A detailed study of all these sites and of the road location should be made prior to staking the road right-of-way in the event this project is authorized." Estimated initial recreation visitations were estimated at 20,000 annually, for which an estimated annual project recreation benefit of $20,000 was listed. This benefit is included in Table 17 of House Document 302 as a tangible annual project

NOTED
P. M. STEPHENSON

benefit used for economic justification of the project. It could be assumed this benefit was used realizing the proposed highway relocation position must be moved back to permit sufficient room for development.

In our review of your 1961 Blue Report it became apparent the full project recreation potential could only be realized when National Forest lands were included in overall project recreation planning. Many changes and adjustments in use of National Forest lands would be necessary to minimize conflicts and coordinate project recreation with other forest uses. Secretary Freeman's comments on the 1961 report, as printed in House Document 302 (103) brought this to your attention: "Construction of the project will increase recreational use of National Forest lands within, adjacent, and near the project, and the Forest Service will need to provide new and additional facilities to meet this need. In order to protect all of the public interests involved it is essential that the Bureau of Reclamation and the Forest Service collaborate in preparing a coordinated plan for the development, use, and management of project facilities both inside and outside the National Forest."

In this spirit of cooperation the Wallowa-Whitman National Forest in June 1962 began a detailed study of project recreation potential and necessary adjustments in National Forest uses to make possible realization of this potential. We advised you of our study, including the factors making it necessary. At this time we were furnished copies of a new Park Service Recreation Study and Report dated March 1962. The Park Service report illustrated that approximately 90% of inventoried project recreation area around the shoreline would be contiguous with or adjacent to project occupied National Forest. It also reaffirmed the necessity of moving the proposed highway relocation route back from the shoreline, and suggested an alternate route which would permit adequate room for recreation development.

The Forest Service's intensive study inventoried 18 recreation development areas, including camping, picnicking, boating, public service, recreation residence and organization sites. One outstanding observation area of approximately 11 acres was inventoried on a rounded timbered knoll above the left dam abutment, and adjacent to the most desired replacement highway relocation. Early in the study the necessity for moving the proposed highway back from the shoreline, as outlined by the Park Service in their 1958 report developed critical importance if other than initial minimum recreation development was to be considered between the highway and reservoir. If the highway was not moved, subsequent recreation development areas would have the highway between them

and the reservoir. The highway route (Route 5) in itself would occupy a large portion of the two prime sites inventoried by both the Park Service and Forest Service.

The Forest Service study also established that National Forest management adjustments would be necessary on approximately 30,000 acres of Wallowa-Whitman National Forest surrounding the reservoir. Within this area the management of other resources will be modified to preserve and enhance the recreation and scenic potential of the reservoir. These management adjustments are being put into effect.

A detailed copy of our study, report, and supporting map was presented to your office in March 1963.

House Document 302 is prefaced with a report of the Under Secretary of the Interior to the President in which is recommended that the authorization for the purchase of additional lands for recreation development be delayed pending further study of the measures necessary to implement the President's instructions "to take steps to insure that land acquired for the construction of Federally financed reservoirs is sufficient to permit future development and for recreation purposes." The Bureau of the Budget concurred in this recommendation.

The included Commissioner of Reclamation's report on page IX discusses the Department of Agriculture's concern over relocation of certain facilities in the Mason Reservoir site and over recreation impacts on National Forest land. "These matters will be worked out with the Forest Service and interested State officials in the course of advance planning activities prior to construction of the dam and reservoir." The Commissioner's report further discusses National Park Service recommended additional recreation requirements to permit full development of the project potential. It seems reasonable to us from the foregoing that statements in House Document 302 clearly contemplate future full development of Mason Reservoir's recreation potential. It also seems clear that the highway must be moved back from the area of prime recreation sites if this future potential is to exist for development. It is clear that unless the highway is moved back to Route 3, a large measure of the projects future potential will cease to exist.

In Baker Project hearing testimony, as recorded in House hearings before the Subcommittee on Irrigation and Reclamation of the Committee on Interior and Insular Affairs, in hearings on H.R. 575 numerous persons testified as to the Baker Project's outstanding recreation potential.

William I. Palmer, Assistant Commissioner, Bureau of Reclamation, testified "This is an area of high recreational value, as Congressman Ullman has noted. We believe that the potential of Mason Dam and Reservoir is great. We think this will be a delightful recreation spot that will serve the entire region and not just the Baker area." Mr. Palmer also describes the scenic setting, easy access, and shortage of alternative opportunities for the type of recreation it would provide. Numerous local people testified before this subcommittee concerning the reservoirs potential for outdoor recreation.

The statement of the Powder River Sportsman's Club, representing 1,411 local members in 1961, outlines the expectation and feeling of some of those who will use the project for recreation.

$78,000 is approximately 1% of project construction cost as authorized by the Congress. Surely there must be this amount within the normal contingency allowance for a project of this magnitude. When compared with the ultimate resource value destroyed by exercising the cheapest option in highway replacement, $78,000 is a very small sum.

We again urge you to reconsider the spirit of cooperation as outlined before the Congress, the support of the many who were successful in getting Mason authorized and who so accurately described the projects ultimate recreation potential, and the sacrifice Route 3 will impose upon this potential.

Sincerely yours,

J. HERBERT STONE

J. HERBERT STONE
Regional Forester

cc: Forrest Cooper, Salem w/c Bur, May 26 ltr
E initial yellow copy " "
Rec " " " " "
W-W " " " " "
Nat'l Park Svc

RECEIVED
JUL 31 1964

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND 8, OREGON

IN REPLY REFER TO
5610

May 28, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

Earlier this month Mr. Gano and I discussed with you and Mr. Jackson the highway relocation problem at Mason Dam and Reservoir, and our concern that Alternate "C" location be constructed to permit full realization of the outstanding recreation potential of this reservoir.

It is difficult to accurately and adequately describe the esthetic values inherent in Alternate "C" over other routes. To help explain our concern, we are attaching a copy of the project Area Recreation Inventory Plan as developed by the Wallowa-Whitman National Forest. The plan inventories project recreation potential and necessary adjustments in resource management and use to preserve and enhance this potential.

Alternate "C" is essentially as shown on the plan as "proposed highway 220 relocation". By using this route the visiting public will be routed away from construction areas. Their impression of the project will be first gained as the highway crests at the viewpoint saddle (site $\frac{26}{A}$ shown in green is the viewpoint - administrative site area). From this timbered promontory they will be able to look down on the dam from a position which will hide most construction disturbance. They will see a completed structure holding back a large natural appearing lake. The view from the highway looking up the reservoir will be outstanding in the spring and early summer -- a large expanse of blue water in a forested setting with a mountain background.

It is rare that it is possible to put a main highway past a position on the landscape such as this where all the public using the highway will enjoy the same experience. Usually you must leave the main highway and drive for some distance to an acceptable overlook viewing area, and as a result public use and appreciation is very much reduced.

Another consideration of prime importance in route C is the possibility of an adequate buffer strip between recreation development areas and the highway. Normal reservoir shoreline topography usually requires

a highway location near the waters edge. Recreation development areas are gained only at a sacrifice in alignment by adding curvature to miss small parcels of remaining pool side flat ground. Here at Mason, by using route C it is possible to have both excellent highway alignment and adequate recreation development areas. There is no problem in constructing necessary access roads from the proposed highway location. They can be constructed by the project or later by the Forest Service.

In short, the ultimate realization of a major portion of the esthetic resource inherent in the Mason project depends solely upon highway position. Alternate route C both protects and enhances this resource--other alternates either destroy the potential or conflict seriously with its full realization. If you agree with the apparent advantages of the Alternate C route, we will appreciate anything you can do in promoting its selection for replacement of the existing highway.

Sincerely yours,

J. Herbert Stone

J. HERBERT STONE
Regional Forester

Attachment

RECEIVED
MAY 29 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1964
FOR FILING

Idaho 1126
Vol 597

April 6, 1964

Mr. Merrill J. Marts
Acting Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Re: 220

Dear Sir:

Studies have been completed on alternate routes for relocation of the Sumpter Valley Highway around the Mason Dam and Reservoir in Baker County.

Four possible routes have been studied lettered A through D. Please note that the A and B locations, as used in our study, do not necessarily refer to the areas bearing A and B in your letter of January 17. All routes considered in our study conform to your directive to be at, or above, elevation 4,035 at the axis of the dam.

Of the four routes studied (A, B, C, and D), route A is most desirable from the standpoint of length and rise and fall. It also has the lowest construction cost. However, it does not appear to allow the development of the recreation area west of the dam as was outlined in previous correspondence.

Route D offers an opportunity to develop additional area around the north side of the future pool but would restrict some of the "future development" area near the proposed dam site. It is longer and has additional rise and fall but is comparable in cost to route A.

Neither route A nor B would allow easy development of an "administrative site" at the axis of the dam unless extensive rock excavation is undertaken; however, it may be possible to justify costs of preparing this site if rock material could be utilized in the dam construction or other work.

Route B construction costs are comparable to route D, but rise and fall is considerably more than on route B or D and total length is greater. Route C is the most expensive line and rise and fall is greatest of all the routes studied. Therefore, route B and C were considered least desirable.

In light of present study, it is the recommendation of the Oregon State Highway Department that consideration be made for relocation of the Sumpter Valley Highway along route B.

Mr. A. F. Parson, Division Engineer, Oregon State Highway Department, La Grande, is authorized to negotiate with your organization in matters pertaining to the highway relocation and your future communications should be directed to him. Details and estimated costs of all route studies are available at Mr. Parson's office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
H. L. Porter
F. D. Morgan
A. F. Parson

GCW:ra: ajw

R-212

McEwen

McEWEN SCHOOL

Valley

NFD

River

Miners

NFD

Birch Creek

NFD

Birch Creek

B

FAS

A

220

Approx Limits of Reservoir

NFD

Creek

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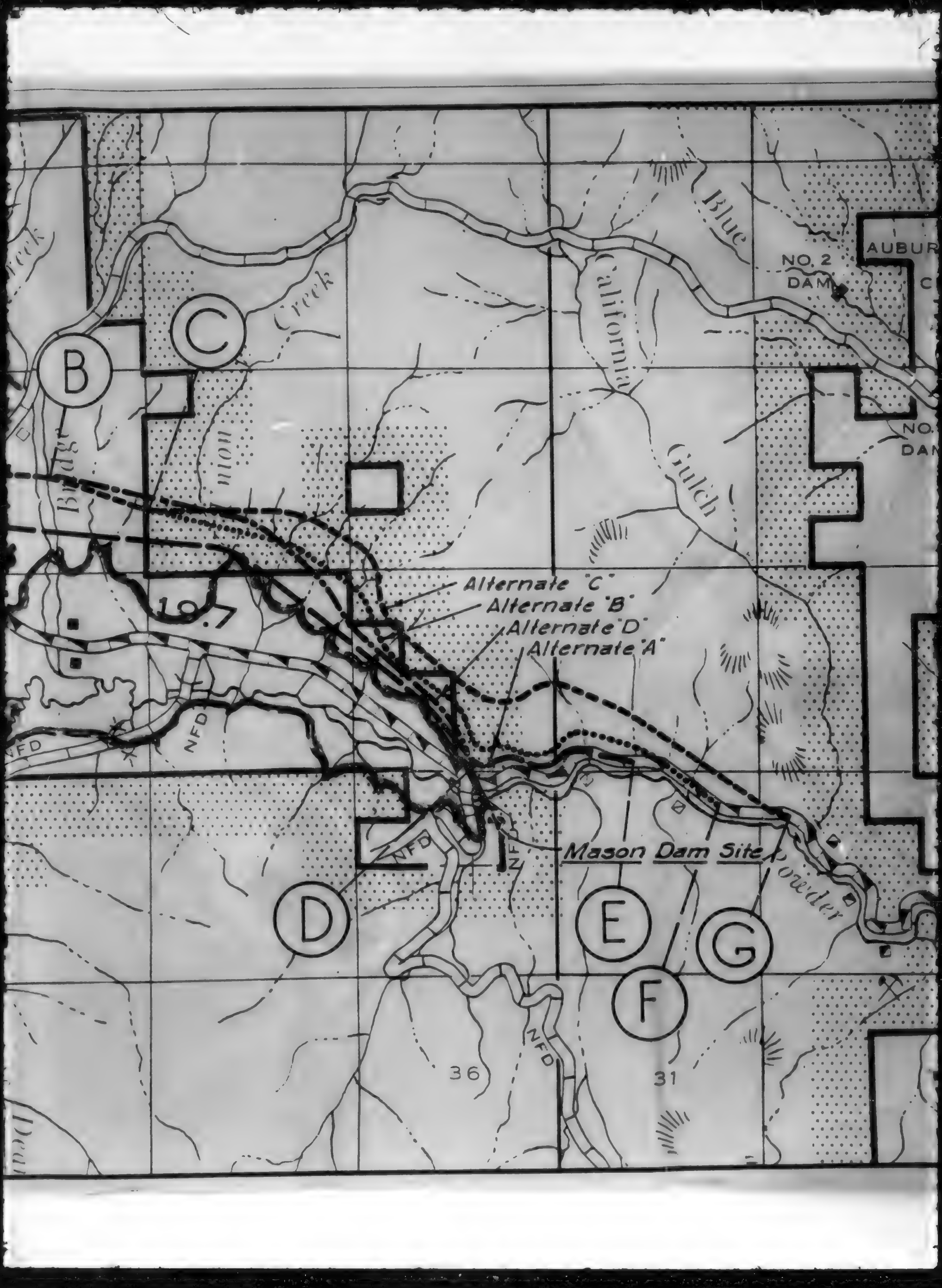
Little

36

31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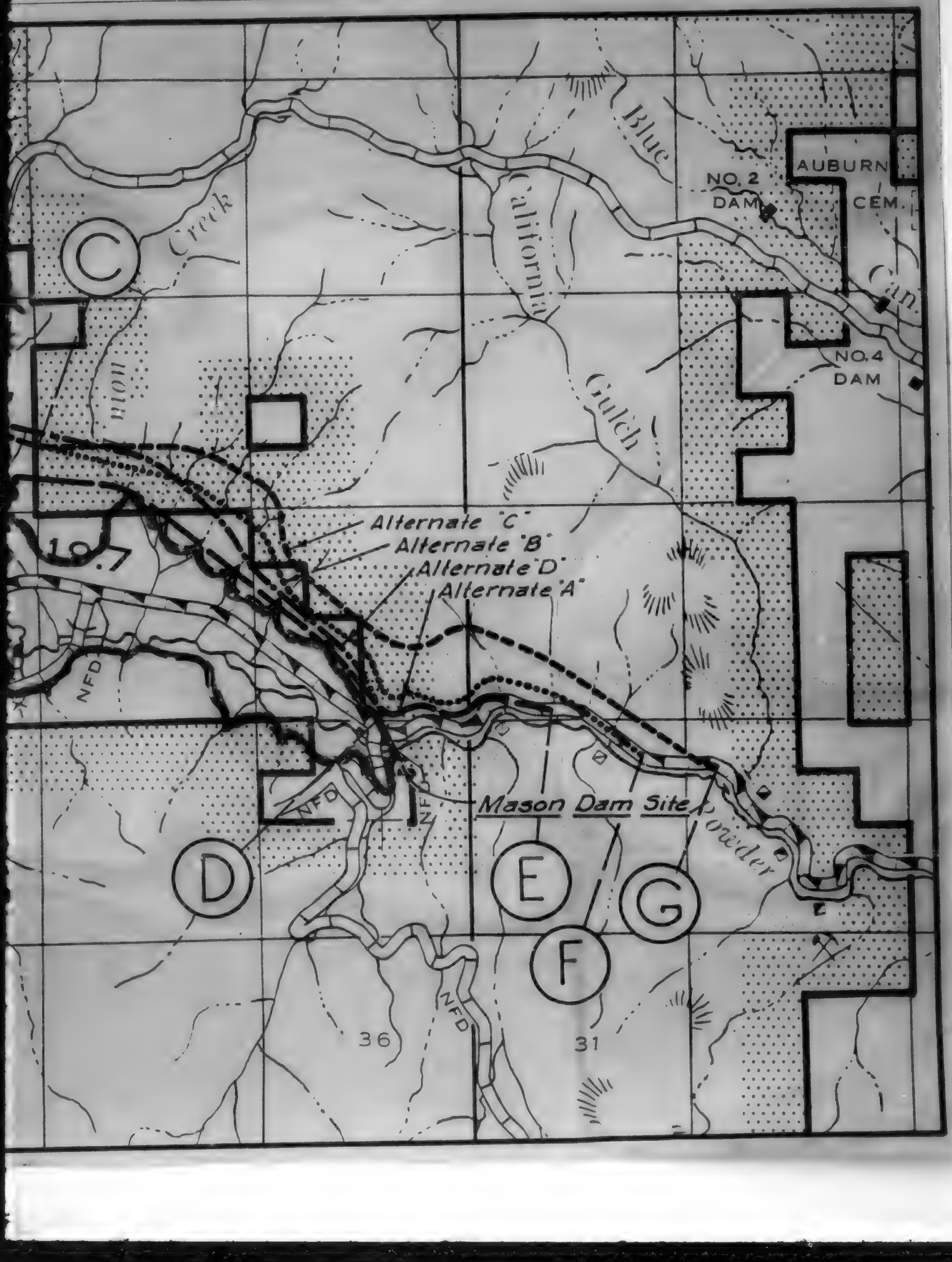
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FORM E-30 5OM 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1964

SUBJECT: Mason Dam Section
Sumpter Valley Highway
Baker County

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

The attached "Rough Draft" is a reply to a letter from the U. S. Bureau of Reclamation requesting route studies be made for relocation of subject highway around the proposed Mason Dam Project.

The recommendation given is the same as that from the Division. A copy of their letter is attached.

F. D. Morgan
Construction Engineer

By George C. Wills

G. C. Wills
Ass't. Chief Locating Engineer

GCW:ra

Attach.

RECEIVED
MAR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-30 60M 12-63 84676

CONSTRUCTION DIVISION
RECEIVED
MAR 2 1964
NOTED ☐ ☐ ☐ ☐ ☐
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 23, 1964

SUBJECT McEwen-Mason Dam Section
Sumpter Valley Highway
Reconnaissance data

To:

Mr. F. D. Morgan
Construction Engineer
Salem

We are forwarding herewith some of the reconnaissance data on the subject section including our modification of the cost as work prepared by your office. In general we think that the corrections made by Mr. Cameron are correct and with a slight modification can be used as a basis on which to base our recommendations for presentation to the Bureau of Reclamation. It is our conviction that as far as the highway department is concerned a line approximating alternate A is the most desirable. This has the shortest length, least cost and smallest amount of rise and fall.

In studying the other alternates, they will all preserve for recreational development about the same area throughout the area west of Station 380;on the various maps depicting recreational development we have seen none which gave a high priority to any development throughout the area easterly of this station.

Our objections to the alternate projections B and C are that these lines carry the motorist through higher elevations increasing the resulting snow removal maintenance costs. It would then seem more reasonable that if the department should accept a line other than the shortest in order to preserve the area for future recreational development, that a line approximating the alternate D projection is the most desirable.

A study of the reconnaissance earthwork sheets indicates that on lines A and D if we assume the contractor starts at the easterly end of the project working west we reach the point where a detour connection to the existing highway after passing the dam access with a slight surplus in excavation materials. On lines B and C when we reach this same point, we are short of dirt and would have to proceed further along the centerline in order to make the necessary excavations for the construction of the main roadbed fill. Some of the surplus materials on the alternate A and D lines could be used for construction of this temporary detour, an advantage that is not present if either the B or C lines are used. The B or C lines would also require construction of a longer detour and on neither of these projections has been included the cost of connection to the Black Mt. Road, planned to be carried across to the top of the dam itself. On either the A or D line this connection is easily made.

Following this analysis, it is our recommendation based on the assumption that we must preserve the area for recreational development, that the department

Barker

Wills

Mr. F. D. Morgan March 23, 1964

attempt to obtain approval from the Bureau of Reclamation to locate and eventually construct the Sumpter Valley Highway along a line approximating the alternate D projection.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY REFER TO: 220

JAN 17 1964

JAN 23 1964
CONSTRUCTION DIVISION
ACE COE
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper

Mr. Torkelson and Mr. Karrer of my office met with your Division Engineer, A. F. Parson, Mr. Coulter of his staff, and Mr. Morelock of your office, in LaGrande on January 7, regarding the relocation of Secondary State Highway 220 around the proposed Mason Dam and Reservoir on the Powder River in Baker County.

Mr. Parson stated he will have available a location party that can start field work February 17, 1964, weather permitting. It was explained that award of contract to construct Mason Dam is scheduled for July 1965. Not later than August 1, 1965, at least that reach of the relocated highway downstream of the dam to the north abutment and from this point a temporary road upstream on a minus 6 percent grade to where it would join the present highway must be relocated and ready for traffic. This is necessary so the contractor on the dam can start work by August 1, 1965 on the diversion tunnel, north abutment, and spillway without having traffic interference. The remaining reach of relocated highway around the north side of the reservoir, including surfacing, need not be completed before September 1966. Mr. Parson believed if surveys were started in February the entire relocation could be advertised under one specification, but suggested it be divided into two schedules, with Schedule No. 1 to include that portion necessary to divert traffic from the dam area by August 1, 1965.

The Forest Service is interested in administering the recreation areas adjacent to the reservoir and it is planned that the relocated highway along the north side of the reservoir will be above the proposed recreation areas. The Forest Service has also proposed the relocated highway on the north abutment of the dam be approximately 80 feet in elevation above the top of the dam (top of dam elevation=4085) so that the administration building and the caretaker's house for the recreation areas may be located on a rise adjacent to the highway overlooking the reservoir.

NOTED
1-23-64
W. H. TEBEAU

It is requested you prepare estimates of cost from your aerial topography sheets on the following two locations and forward to this office, together with the alinement, so that decision as to which of the two locations can be made before the field survey starts.

NOTED
LLOYD P. SHAW

Barbee
By Construction Engineer

NOTED
G. C. WILLS

Location A

This location was proposed by the Forest Service and will start from downstream of the dam to an elevation 80 feet above the dam crest at the north abutment. From the north abutment a temporary road (gravel surface only) will descend upstream into the reservoir area on a maximum grade to where it joins the old highway.

Location B

This location is similar to Location A but at the north abutment it will be at the same elevation as the dam crest or at 4085.

Under Location A there appears to be no interference with the spillway excavations or the elevator house near the dam axis; however, under Location B there would be interference with these features. In estimating the cost of Location B the enclosed sketch shows the limits below which the highway centerline should not extend. This office will make the cost estimates for the access road from the top of dam to where it joins the relocated highway. This access road would be constructed by the Government contractor on the dam.

The Bureau's Construction Engineer, Mr. W. L. Karrer, will be in Baker by February 17 and any problems pertaining to this relocation should be discussed with him.

I appreciate your Division Engineer, Mr. Parson, making personnel available to start surveys in February.

Very truly yours,

Acting Regional Director

Enclosure

Copy to: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon
(w/enclosure)

RECEIVED
JAN 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 6, 1964

U. S. Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 937
Boise, Idaho 83701

ATTENTION: Mr. Norman H. Moore
Acting Regional Director

Dear Sir:

We are in receipt of your letter of March 27, 1964, concerning the survey work in the vicinity of the Mason Dam site near Baker.

We concur with the deferment of work chargeable in the preparation of final plans and specifications. As soon as the preliminary survey work is completed and ready for review by your people, notification will be sent. It is our intention to keep costs separated and to allow sufficient time for your inspection before the preparation of final plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

DGirs

cc: L. P. Shaw
J. E. Morelock
A. F. Parsons

LLOYD P. SHAW

RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REFERRED TO
BY DEPUTY STATE HIGHWAY E

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 200

REFERRED TO
BY SECRETARY

MAR 27 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Survey Costs
Mason Dam Section
Sumpter Valley Highway

Gentlemen:

In regard to Mr. D. J. Barbee's letter of February 11, 1964, concerning survey work which the State is performing for this agency in the vicinity of the Mason Dam Site near Baker, Oregon, we note that the estimated cost figure of $53,500 includes "preparation of final plans".

It was our intent that contract dated January 30, 1964, should cover only the relocation surveys and preparation of cost estimates with the cost of preparing final plans and specifications to be included as a part of the subsequent contract (Article 11) for the relocation of the Mason Reservoir Section of Secondary State Highway No. 410. It is not a matter of great concern as to which agreement provides for reimbursement to the State for its cost of preparing the final plans but it is requested that work chargeable solely to preparation of such final plans be deferred until we have had an opportunity to study the relocation surveys and cost estimates.

The State's participation in this feature of the project plan is sincerely appreciated and earliest possible completion of the relocation surveys and cost estimates will aid in accomplishment of our program commitments.

Very truly yours,

Norman H. Moore

Acting Regional Director

REFERRED
BY DEPUTY STATE HIGHWAY

RECEIVED
MAR 30 1964
OREGON
STATE HIGHWAY COMMISSION

CONSTRUCTION DIVISION
6 1964
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RECEIVED
MAR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
P. B. [illegible]

NOTED
R. M. ALLISON

Prefix No. 101-1410

LOCATION PROSPECTUS
McEWEN-MASON DAM SECTION
SUMPTER VALLEY HIGHWAY #410
BAKER COUNTY

HIGHWAY: Sumpter Valley. State Secondary No. 410, Federal-aid Secondary No. 502.

TERMINI: The westerly end of the project is at M.P. 10.00, which point is approximately 0.8 mile easterly of McEwen. The easterly terminus is at M.P. 16.7, which point is approximately 1.7 mile easterly of the damsite near California Gulch.

LENGTH: 8.1 miles. This length is the distance required to bypass the propos ed dam and reservoir and includes approximately 0.75 mile of detour road which traverses southwesterly from the crest of the proposed dam to the existing roadway.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, surfacing and oiling on new alignment. The general route will be northerly of the existing facility. Reconnaissance was made January 19, 1963. Soils investigations will be required throughout the project. No special drainage problems are anticipated. An economic analysis is not necessary at this time .

CHARACTERISTICS: Existing ADT 180; projected ADT 220. The rise and fall and central angles of the existing and proposed facilities will be determined durin g the survey.

STANDARDS: Class "E"; maximum grade 4 per cent, maximum curvature 8 degrees. Deviations from State standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot oiled shoulders.

BRIDGE: There are no major stream crossings. Studies will be made during the survey to provide adequate crossing of several creeks.

ACCESS: This will be an unrestricted access facility. There are no interchanges or railroad crossings.

BASE DESIGN: The tentative design for construction is:

Wearing Surface	1-1/4" Oil Mat
Top Course Base	2 " Level
Bottom Course Base	15 " Coarse Base
Total Depth	18-1/4"

NOTED

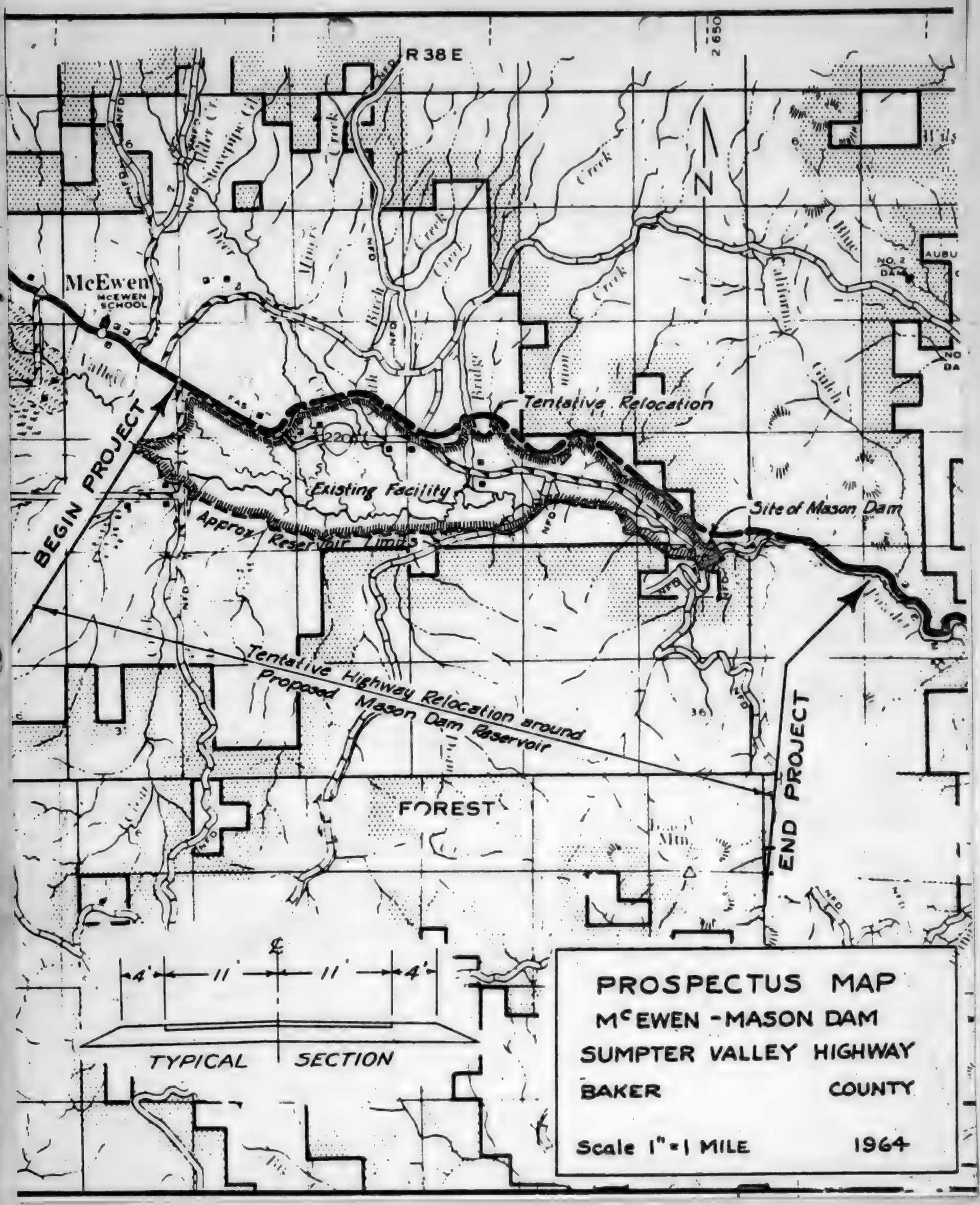
MATERIAL: Adequate quantities of material for surfacing and oiling are available along the route from old mining gravel tailings.

ADDITIONAL FACILITIES: No railroads; probable utility adjustment or relocation.

AGREEMENTS: All costs of this survey are to be borne by the U. S. Department of Interior, Bureau of Reclamation; therefore, an agreement with the Bureau of Reclamation is necessary prior to making this survey.

STATE PARKS OR ROADSIDE REST AREAS: None.

February 21, 1964
Attachment
cc Forrest Cooper
Lloyd Shaw
Tom Edwards
Victor D. Wolfe
F. D. Morgan
A. F. Parson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young


R 38 E
McEwen
McEWEN SCHOOL
NO. 2 DAM
Tentative Relocation
Existing Facility
Approx. Reservoir Limits
Site of Mason Dam
BEGIN PROJECT
END PROJECT
Tentative Highway Relocation around Proposed Mason Dam Reservoir
FOREST
4'
11'
11'
4'
TYPICAL SECTION
PROSPECTUS MAP
McEWEN - MASON DAM
SUMPTER VALLEY HIGHWAY
BAKER COUNTY
Scale 1" = 1 MILE
1964

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MISC. CONTRACTS and AGREEMENTS No. 26[illegible]

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 424
161-1126
Ltr

FEB 13 1964

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Enclosed is a fully signed copy of the contract between the Bureau of Reclamation and the Oregon State Highway Commission relative to services to be rendered by the Highway Department in connection with the proposed relocation of the Sumpter Valley Highway, State Secondary Highway No. 410, Baker County, Oregon. We have identified the agreement as Contract No. 14-06-100-4071.

We appreciate the cooperation of the Highway Department in making the enclosed agreement possible.

Very truly yours,

H. T. Nelson

Regional Director

Enclosure

RECEIVED
FEB 17 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1/31 11C6
.511

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 11, 1964

U. S. Dept. of Interior
Bureau of Reclamation
Regional Office, Region I
P. O. Box 937
Boise, Idaho

Re: Survey Costs
Mason Dam Section
Sumpter Valley Highway

ATTENTION: Mr. Van Uden

Dear Sir:

As requested by you through our Legal Division, Mr. Hershberger, we submit the following estimate of the cost of the proposed survey work which we are to do for you in the vicinity of Mason Dam site in Baker County:

Field Survey Costs	$40,000
Salem Office & Misc.	13,500
Total Cost	$53,500

The Salem office and miscellaneous costs include the cost of right of way description preparation, utility and R/W Liaison work, soils investigation and base design, bridge and culvert design, Salem office review of plans and the preparation of final plans.

The value of the work shown above is only an estimate and we do not guarantee that the final cost will be equal to or less than this figure.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

RECEIVED
LLOYD P. SHAW

D. J. Barbee
Ass't. Construction Engineer

CB:ra

cc: L. P. Shaw
A. F. Parson

Salem, Oregon
January 17, 1964

Mr. L. I. Lindas
Chief Counsel
Building

Sumpter Valley Highway
State Secondary No. 410
Baker County

Attached is a contract form setting up a survey project which the Bureau of Reclamation desires be done by our crews at the Bureau's expense.

Please check the contract wording for anything undesirable. In regard to this, I call your attention to Item No. 8; this contains a ceiling cost which is objectionable. The Bureau has verbally advised us that the wording is required by its regulations.

In an effort to avoid any chance of being caught short on an excessive survey cost, which by running over the ceiling estimate would be nonreimbursable, I have shown on the contract an estimated cost of $75,000. This is 40 per cent in excess of an estimate prepared by the Construction Division which it considers to be in itself, excessively high.

I am attaching a copy of a letter to the Bureau of Reclamation explaining my point of view in regard to this ceiling on which it insists.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

January 17, 1964

Mr. H. T. Nelsen
Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Re: Relocation of S.H.
Route 220 - Baker Project
Oregon

Dear Mr. Nelsen:

Since receipt of your letter of December 19 (your reference No. 420), there has been a meeting of State and Bureau people which apparently resulted in an understanding by both parties of the problems, time factors, etc., relating to the proposed survey of relocated Route No. 220. Division Engineer A. F. Parsen can place a crew on the project at once. There remains only approval of the contract agreement to permit work to begin.

In this case as in similar cases in the past, we do object to the last seventeen words in Item No. 6. On other projects, we have found ourselves "holding the bag" and at our expense, performing work for which we should have been reimbursed, except for the ceiling limitation.

It would be much more to our liking if deletion of the ceiling amount could be arranged and work done on a cost-reimbursement basis. It appears, however, that this is not possible. We, therefore, have used as a ceiling figure $75,000, which we consider grossly excessive if no unusual problems are encountered in the survey.

The contract will be returned to you following approval of the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Forrest Cooper
R. L. Porter
L. I. Lindas

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 420

DEC 19 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Lloyd P. Shaw,
Assistant State Highway Engineer

Re: Relocation of S.S.H. 220
Baker Project, Oregon

Gentlemen:

Your letter of December 12 indicating that the Highway Department will undertake the field location survey and preparation of a cost estimate for the subject relocation, is appreciated.

A form of contract to cover performance of the work and permit payment to the State of the costs incurred is enclosed in triplicate. As you will note from article 8 of the proposed contract, and as indicated in our December 5 letter, we have need for an upper limit estimate of the cost of the work. If the agreement is satisfactory to the State, please insert the upper limit estimate in the space provided therefor and return two signed copies to this office for signature on behalf of the United States. Thereafter, we will furnish your office with one signed copy and as many conformed copies as you may require.

Following execution of the contract, we believe it would be well to arrange a meeting among the interested parties, preferably at Baker, Oregon, for the purpose of discussing details and timing of the work.

Your cooperation in this matter is sincerely appreciated.

RECEIVED
DEC 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

Regional Director

Enclosures

Copy to: Project Construction Engineer, Baker, Oregon
(with copy incoming letter & agreement)

FOR LLOYD P. SHAW

FORM S-20 REV 8-63 63607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 9, 1964

SUBJECT: Bureau of Reclamation Relocation
Sumpter Valley Highway 220
Baker County

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Reference is made to your letter of December 24, 1963, concerning a conference with the Bureau of Reclamation on January 7, 1964. Representatives of the Bureau of Reclamation, Mr. T. Torkelson from the regional office in Boise and Mr. W. L. Karrer, project engineer, conferred with Mr. Morelock, Mr. Coulter, and myself concerning this relocation. The present plans call for a two-stage award of contract for highway construction in approximately February of 1965, this because no money will be available for reconstruction until that date. Money is available immediately for the survey. The Bureau of Reclamation would like to have the completed survey, specifications, etc., by not later than September, 1964, this in order that plans and specifications can be reviewed by the Bureau of Reclamation, resubmitted to the highway department for letting in February, 1965. The two-stage construction is occasioned by the fact that they wish to award the contract for the dam construction in July or August, 1965. The first stage of highway construction to be from the easterly end proceeding to a point immediately above the dam and then a detour road to tie in with our present highway just above the dam. This would have to be carrying traffic by the time the award for the dam is made. The balance of the relocation could then be completed by October, 1966.

We believe that we could start a crew right now (it looks like Mr. Cameron's,) on the survey as soon as the agreement has been approved by the highway commission and the Bureau of Reclamation. We estimate this time to be about February 15, 1964. We would have to push the survey in order to have it completed, say in July of 1964, in order that the Salem office could complete the plans and specifications by September, 1964.

Due to somewhat of a question as to the location on the easterly end and the detour road, we think that there would probably be some lost time backtracking and, therefore, have estimated that the survey will approximate $4000 per mile and possibly 8 miles of location before we get through, including the detour road. We have estimated a maximum of $3000 for geology survey. Also, have set up $3000 for any bridge design or investigation that may be necessary. The Bureau of Reclamation will purchase the right of way, however, no doubt we will write up the right of way descriptions and have set up $500 for this. We have not included the Salem costs for plans and design believing that your office

Morelock ///

Bureau of Reclamation Relocation
Baker Valley Highway 220
Baker County

January 9, 1964

would be in a better position to estimate these costs.

Concerning the agreement, we have studied it and find nothign wrong with it except that portion of Paragraph 8 on Page 3 which restricts the amount that we estimate to be total cost of the survey. Mr. Torkelson informed us that all government contracts are set up this way and he recommended that we be sure to make the estimate high enough. We believe we are safe in our estimate of some $39,000 for the field portion. A portion of this amount will have to be used for construction staking prior to award of the contract.

We are submitting herewith the Authority for Survey with the thought that this will probably be approved after the agreement has been approved by everyone concerned. A Location Prospectus will be submitted in a day or so.

A. F. Parson
Division Engineer

AFP:if

CONSTRUCTION DIVISION
RECEIVED
JAN 10

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JAN 28 1964
FOR FILING

101 U26
14597

January 28, 1964

Oregon State Highway Commission

Gentlemen:

The United States Bureau of Reclamation proposes to construct Mason Dam on the Powder River east of Sumpter in Baker County. Impounded waters will inundate portions of Sumpter Valley Highway (State Secondary Highway No. 410) making its relocation essential. The Bureau of Reclamation recognizes its responsibility to relocate the highway but lacks engineering crews with highway location experience. The Bureau has requested that State personnel and facilities be used to make the survey and estimate, the cost to be paid to the State by the United States.

A form of contract to render services to relocate State Secondary Highway No. 410 (Route No. 220) is presented for your consideration. The contract provides that survey and mapping be done by State crews. The cost of the work done is to be presented to the Bureau of Reclamation on a monthly basis; reimbursement to the State will be the amount shown in the monthly billing.

This matter will be presented at the January 30 Commission meeting. I recommend your approval and that the Secretary to the Commission be authorized and directed to sign the agreement for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
JAN 2 8 1964
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY REFER TO: 220

JAN 27 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper

Mr. Torkelson and Mr. Karrer of my office met with your Division Engineer, A. F. Parson, Mr. Coulter of his staff, and Mr. Morelock of your office, in LaGrande on January 7, regarding the relocation of Secondary State Highway 220 around the proposed Mason Dam and Reservoir on the Powder River in Baker County.

Mr. Parson stated he will have available a location party that can start field work February 17, 1964, weather permitting. It was explained that award of contract to construct Mason Dam is scheduled for July 1965. Not later than August 1, 1965, at least that reach of the relocated highway downstream of the dam to the north abutment and from this point a temporary road upstream on a minus 6 percent grade to where it would join the present highway must be relocated and ready for traffic. This is necessary so the contractor on the dam can start work by August 1, 1965 on the diversion tunnel, north abutment, and spillway without having traffic interference. The remaining reach of relocated highway around the north side of the reservoir, including surfacing, need not be completed before September 1966. Mr. Parson believed if surveys were started in February the entire relocation could be advertised under one specification, but suggested it be divided into two schedules, with Schedule No. 1 to include that portion necessary to divert traffic from the dam area by August 1, 1965.

The Forest Service is interested in administering the recreation areas adjacent to the reservoir and it is planned that the relocated highway along the north side of the reservoir will be above the proposed recreation areas. The Forest Service has also proposed the relocated highway on the north abutment of the dam be approximately 80 feet in elevation above the top of the dam (top of dam elevation=4085) so that the administration building and the caretaker's house for the recreation areas may be located on a rise adjacent to the highway overlooking the reservoir.

It is requested you prepare estimates of cost from your aerial topography sheets on the following two locations and forward to this office, together with the alinement, so that decision as to which of the two locations can be made before the field survey starts.

NOTED
LLOYD P. SHAW

copy to FC
original To Morgan with map
1-23-64

Location A

This location was proposed by the Forest Service and will start from downstream of the dam to an elevation 80 feet above the dam crest at the north abutment. From the north abutment a temporary road (gravel surface only) will descend upstream into the reservoir area on a maximum grade to where it joins the old highway.

Location B

This location is similar to Location A but at the north abutment it will be at the same elevation as the dam crest or at 4085.

Under Location A there appears to be no interference with the spillway excavations or the elevator house near the dam axis; however, under Location B there would be interference with these features. In estimating the cost of Location B the enclosed sketch shows the limits below which the highway centerline should not extend. This office will make the cost estimates for the access road from the top of dam to where it joins the relocated highway. This access road would be constructed by the Government contractor on the dam.

The Bureau's Construction Engineer, Mr. W. L. Karrer, will be in Baker by February 17 and any problems pertaining to this relocation should be discussed with him.

I appreciate your Division Engineer, Mr. Parson, making personnel available to start surveys in February.

Very truly yours,

Acting Regional Director

Enclosure

Copy to: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon
(w/enclosure)

RECEIVED
DEC 26 1963

FOR FILING
164-1126
6.5.97

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1963

SUBJECT: 420 - Bureau of Reclamation
Relocation of Sumpter Valley Highway 220
Baker County

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Referring to your letter to the Bureau of Reclamation and decision for a crew to be left to Division Engineer Parson, a copy of his letter is attached.

This office believes that Mr. Ballard Brooks is not a good choice to serve as "Engineer" for the Bureau of Reclamation. Considering relations with the Bureau, adverse weather conditions and completion of other State location projects, it is recommended that this survey be delayed until early spring. At that time either Mr. Laughlin or Mr. Burnett should be available with a survey crew for this work.

Please advise if this solution will be satisfactory.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 20 1963
FOR FILING

Cedar
U.S. Hart
War Dept

Wm. L. P. Shaw

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 17, 1963

SUBJECT: 420-Bureau of Reclamation
Relocation of Sumpter Valley Hwy. 220
Baker County

To:
Mr. R. D. Morgan
Construction Engineer
Salem

Reference is made to Mr. Shaw's letter of December 12, 1963, addressed to Mr. Merrill J. Martz of the Bureau of Reclamation. At the present time we do not have a party available for the relocation survey.

Resident Engineer Cameron at Baker has loads of exchange time and is slated to go to Hermiston on Airport Road-Irrigon Junction job if it is let in January. Resident Engineer Laughlin has location to finish on Interstate for two or three more months and will take over the Hill Creek-Oxman Section when it starts up again.

Resident Engineer Thompson at Burns is about to run out of work for the winter but has considerable exchange time and it would be expensive to move him out and back to Burns.

Resident Engineer Burnett at Ontario should finish his location about the first of March on Interstate and would then be available.

Resident Engineer Bradd at Pendleton has a couple of months work left on his Interstate and then he will complete Nye Jct., South project in the spring. He may have a period of slack time but not enough to do the Highway 220 location.

Our best bet now would be for the Bureau of Reclamation to furnish a crew and put Ballard Brooks on as engineer for them. That is, if they want to start now. This could be "the winter of the big snow" and three to four feet of snow is not unusual for the Sumpter Valley. I would recommend that the survey be postponed until snow is down in the spring if possible. By then it looks as if we may have a crew available.

Cost of survey-field work is estimated to be $25,000 if we do the work. Cost of location engineer to ride herd on Bureau of Reclamation crew is estimated at $6,000 exclusive of office space, etc. In other words, just his wages and car rental. Surveying at this time of year in Sumpter Valley could be slow and expensive.

Please advise wishes of the Bureau of Reclamation on this matter.

AFP:if

A. F. Parson
Division Engineer

cc: Mr. L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
DEC 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1963
FOR FILING

Adm
U S Int
Bur Rcpt

December 12, 1963

Mr. Merrill J. Marts
Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Re: 420
Relocation of S.H. 220
Baker Project, Oregon

Dear Mr. Marts:

Reference is made to the proposed relocation and the field location survey for State Secondary Highway No. 220, the Mason Dam and Reservoir. It is expected that we will have a field crew available which can undertake the survey.

It is our understanding that this work will be done at your expense and that the scheduling of personnel for a field survey will be made at the convenience of Division Engineer A. F. Parsen. By a copy of this letter, Mr. Parsen will be advised that we expect to undertake this work and that the type and number of our engineering employees to be used will be his decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. F. Parsen

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 420

DEC 5 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Relocation of S.S.H. 220 - Baker Project, Oregon

Dear Mr. Cooper:

On March 5, 1963, Mr. Torkelson of this office met with Messrs. Lloyd P. Shaw, Frank Morgan, and Jack Sollis in your office concerning the relocation of Secondary State Highway 220, necessitated by the construction of Mason Dam and Reservoir, features of the Upper Division, Baker Project, Oregon. Subsequently, on April 16, 1963, Area Engineer John F. Mangan, and representatives of the National Park Service and the Forest Service, met with Mr. J. E. Morelock of your staff and Mr. H. S. Coulter of your LaGrande office for a field inspection of the proposed relocation. Mr. Mangan's letter of April 19, 1963, to your office, reports on these meetings and furnished maps of the area.

At that time we were anxious to have the Highway Department make a field location survey and cost estimate of the proposed relocation. We planned to have this done pursuant to an agreement whereby the Bureau would reimburse the Highway Department for its cost in performing the work. Thereafter, based on the cost estimate so prepared, it was planned to contract with the Highway Department for performance of the actual relocation work.

It is understood that you did not have personnel available to assign to the survey work and preparation of the cost estimate during the summer months. If that situation does not now prevail, could the State provide a Location Engineer to supervise the work with a Survey Crew to be provided by the Bureau? Or would you prefer to have the entire job accomplished by State forces?

If the State is willing to undertake the field survey and cost estimate work, on either basis, please let us know as soon as possible. Also, we would appreciate an upper limit estimate of the cost of the work on

other our services at cost.

the basis of providing only a Location Engineer and also for performance of the entire job. We will then prepare an agreement for your consideration and execution, if satisfactory. This project has now entered the phase wherein we would like final designs and estimates adequate for construction specifications.

If you feel that a discussion of the matter would be desirable, at your office, Baker, or this office, please let us know.

Very truly yours,

Merrill J. Mattis

Acting Regional Director

RECEIVED
DEC 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC - 9 1963
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STATE HIGHWAY COMMISSION

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MAR 3 1849
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IN REPLY
REFER TO:
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UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

UPPER COLUMBIA DEVELOPMENT OFFICE
BOX 5200, SPOKANE 17, WASHINGTON

September 16, 1963

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. J. E. Morelock

Dear Mr. Morgan:

All our work on the Baker Project is dependent on funds which must be appropriated by Congress. To date, funds for this project have not been made available. While we expect that these funds will be forthcoming soon, we hesitate to predict when we will begin field work in the area.

We will want to cooperate closely with you when we begin relocation surveys for the Mason Dam and will contact you before we begin the field work.

Sincerely yours,

E. Carl Huish

E. Carl Huish
Acting Area Engineer

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
SEP [illegible] 1963

RECEIVED
SEP 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. C. [illegible]

Salem, Oregon
September 11, 1963

Mason Dam Reservoir
Baker County

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

I received Mr. Morelock's ten-point bibliography on the subject project dated September 6. Checking back through the various items in Mr. Morelock's letter, it appears that possibly we are awaiting action on the part of either the Forest Service or the Bureau of Reclamation, while they in turn, are possibly awaiting action on our part.

Will you please arrange to have someone familiar with this matter meet with both the other two agencies and determine whether everything we are to do has been done, or in the event it has not, what we are expected to do.

While the wording in a Forest Service letter over the signature of John L. Rogers, dated August 26, is stated in a fashion to indicate the Bureau of Reclamation would do field survey work for the State Highway Department, I do not believe this is what is planned by us. My understanding is that they had suggested we do the work for them, and we declined on the basis of shortage of manpower. I, therefore, assume that the Bureau of Reclamation would be engaged in doing this work to our standards and possibly under our supervision, insofar as application standards to a new location is concerned.

Will you please keep me informed on this subject.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment
cc R.L. Potter

FORM E-30 50M 5-62 45606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1963

SUBJECT: Mason Dam and Reservoir
Baker County

To: Memo to L. P. Shaw
Asst. State Highway Engr.
Building

L

1. Mason Dam proposed by the Bureau of Reclamation would inundate a portion of the Sumpter Valley Highway and in June, 1958 a recon estimate of 679,000 was furnished the Bureau as replacement in kind with Federal provision of R/W.

2. In 1962 Congress authorized the Bureau to include the cost of highway relocation to current standards for current traffic. They (the Bureau Spokane) were instructed that the difference between in kind and current should be assigned as a nonreimbursable cost to highway transportation.

3. In the John F. Mangan, Area Engineer, letter of March 8, 1963 he states the project had been authorized by Congress and they expected to update the report, requesting a new estimate on the new basis and a copy of our standards.

4. March 27, 1963 your letter offered an estimate of $980,000 on the current basis and a statement of our standards. Under separate cover a copy of our manuel was also sent.

5. April 1, 1963 letter from Mr. Mangan acknowledged receipt of both and raised the question of an alternate route recommended by the National Park service to develop recreation. It also advised of the Bureau responsibility for "Definite Plan Report". Final it suggested a meeting of interested parties at Baker and on the ground.

6. The meeting was held on April 16 with Mr. Coulter and the writer representing the state; representatives of the Bureau at Spokane and Boise, National Park Service, Portland, Forest Service, Baker, Sportsmen Club, Baker, and Record Courier, Baker. Mr. Coulter's memo of April 30, 1963 covers it in detail. Briefly the changed location requested for recreation was examined roughly on the ground and seemed satisfactory save for the portion near the dam and east which we believed required field survey. Mr. Mangan desired to know whether the State could or would survey and build such a road. He was told it could be done if agreement was properly made but advised to request Salem directly.

7. The record shows under date of 4-24-63 that such a letter was received by Mr. Porter but the time element indicated no men were available.

8. Subsequently the writer received a phone call from Mr. Mangan requesting consideration of a modified plan by photogrammetry or with mixed personnel. I promised only to refer this to Mr. Barbee. The latter discussed the matter also by phone with Mr. Mangan at a later date and agreed only that a representative of our department would be available for consultation upon request. No such request has been received. No one has reported any activity on the ground.

9. August 6, 1963 a letter from the Portland Regional Office of the Forest Service signed by Mr. McRorey requested a meeting based on a conflict in the dam area between Forest Service and Bureau location.

10. Memo of August 26, 1963.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEW:ra

RECEIVED
SEP 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
September 4, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

Wallowa-Whitman National Forest
Mason Dam and Reservoir Road
Relocation

The attached letter to the Regional Forester from John L. Rogers, Forest Supervisor, in regard to the subject road relocation states that presumably the Bureau of Reclamation will proceed with surveys for State Highway relocating whenever it is authorized to do so and can arrange the work. Mr. Rogers further states "This is the understanding of the OSHD."

This is not my understanding of what has transpired to date in this regard. Unless arrangements were made to the contrary, we were to provide information in the form of an Advice Member of our organization to contact the Bureau of Reclamation and keep its surveys in line with our standards.

Will you please check with the people who have been involved in the verbal contacts with the Forest Service and the Bureau of Reclamation and advise me as to exactly what proposals were made insofar as our participation in this matter is concerned.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Is this under control?
Please advise

2510

Wallowa-Whitman National Forest
Baker, Oregon 97814
August 26, 1963

TO : Regional Forester

FROM : John L. Rogers, Forest Supervisor

SUBJECT: Surveys, Mason Dam

Refer to Assistant Regional Forester McRorey's letter of August 6, 1963, to State Highway Engineer, Forest Cooper, and subsequent teletypes.

On this date we met in Baker with J. E. Morelock, Salem office, and H. S. Coulter, La Grande office of the State Highway Commission.

Little was accomplished at this meeting since the OSHD engineers have had no contact with the Bureau of Reclamation relative to surveys or road location since the meeting at the Mason Dam Site early this year.

Presumably the Bureau of Reclamation will proceed with surveys for the State Highway relocating whenever they are authorized to do so and can arrange the work. This is the understanding of the OSHD. To our knowledge, no surveys have been started yet. We have had no contact with the Bureau of Reclamation on this matter.

cc:OSHD LaGrande
OSHD Salem
Baker District
Jack Frost

John L. Rogers

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 26, 1963

SUBJECT:

To: MEMO TO THE FILES

Referring to letter of August 6, 1963, Forest Service signed by Russell P. McRorey about the Mason Dam and requesting meeting. Such was arranged by Mr. Coulter through Wallowa-Whitman National Forest people in Baker. Meeting was held 11 A.M. Thursday, August 22, attended by Mr. Coulter, the writer, Mr. Ragsdale of the Baker office and others of that office and included Mr. Neff of the regional office.

Mr. McRorey was on another assignment and upon learning that we had no agreement with the Bureau of Reclamation, the Forest Service people decided the meeting was premature.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:wb
cc: Lloyd Shaw

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND 8, OREGON

PLEASE RETURN TO
LLOYD P. SHAW

IN REPLY REFER TO

2510

August 6, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGR.

Please furnish me copies

Mr. Forest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

The Bureau of Reclamation is doing detailed investigation work on possible alternate highway relocation routes around Mason Dam and Reservoir.

Earlier this year, Mr. Morelock of your office accompanied the Bureau and Wallowa-Whitman National Forest personnel in an inspection of alternate routes. At the time of this inspection, the Forest's detailed recreation plan for the reservoir was discussed, including the critical highway replacement location in the vicinity of the dam.

We were recently provided with a project map showing a planned replacement route which will seriously conflict with the recreation potential of the area. Enclosed is a copy of our detailed area recreation map, with the preferred highway relocation route shown in brown. The Bureau's proposed alternate is shown in blue. While the blue alternate is somewhat shorter, and perhaps cheaper, it will destroy or render unusable the three recreation sites adjacent to the north dam abutment.

We would like to meet with you at an early date and discuss this highway replacement location problem. We could meet during the week of August 19, if convenient for you.

Sincerely yours,

J. HERBERT STONE, Regional Forester

By Russell P. McRary

Enclosure

RECEIVED
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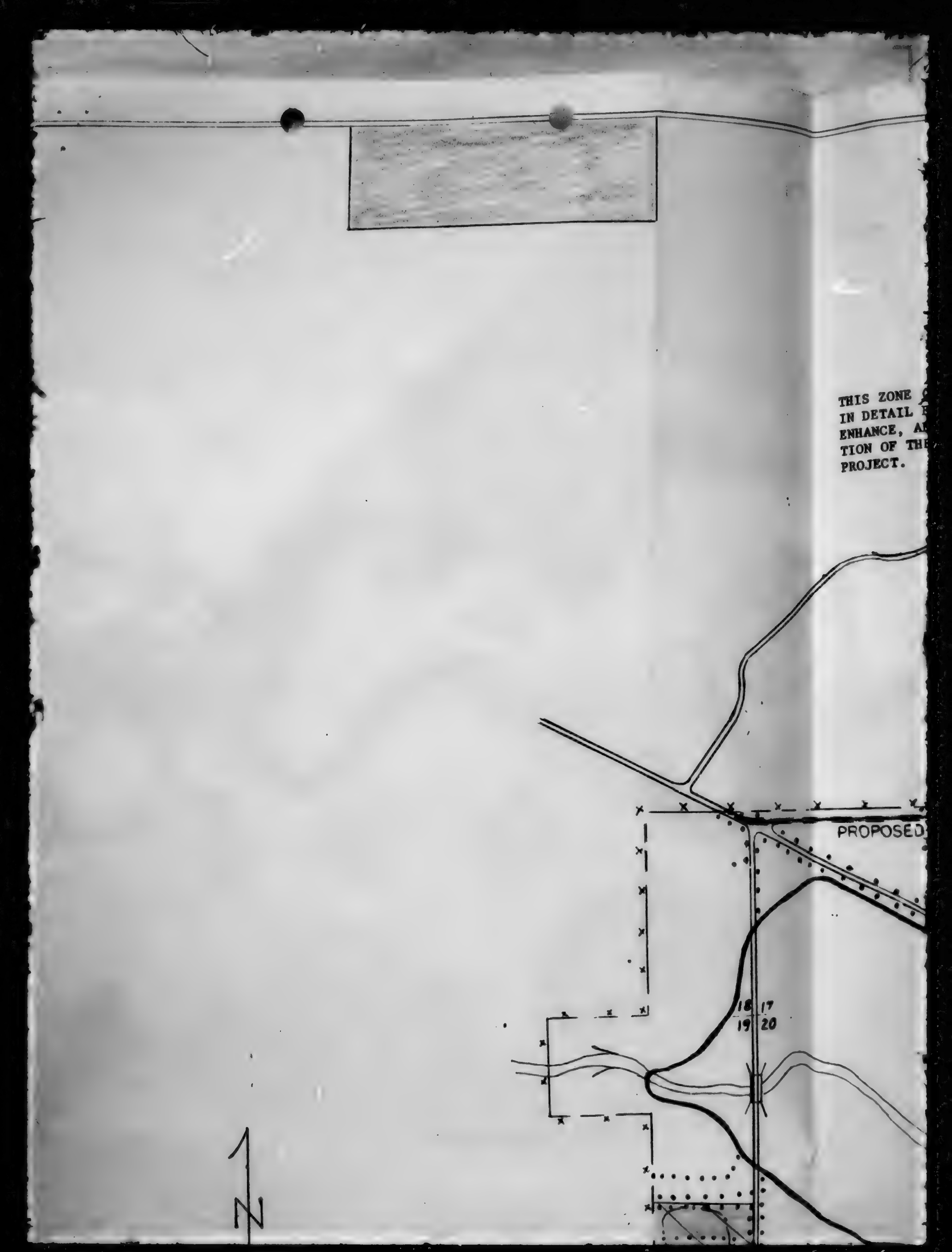
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER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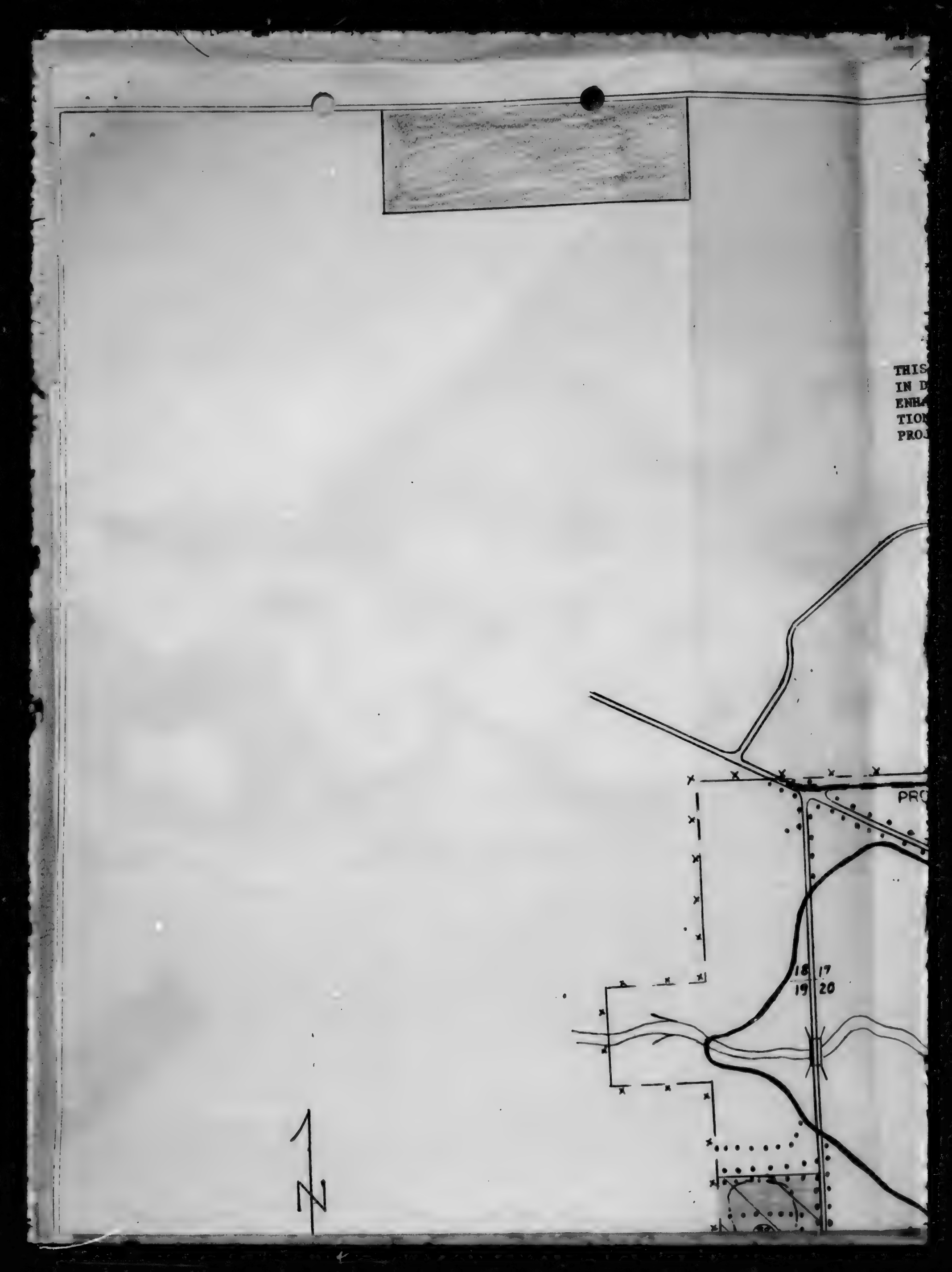
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THIS ZONE (NOT COLORED) SHOULD BE STUDIED IN DETAIL FOR AREAS NEEDED TO PROTECT, ENHANCE, AND TO PROVIDE MAXIMUM UTILIZATION OF THE RECREATION POTENTIAL OF THE PROJECT.

A LANDSCAPE MANAGEMENT ZONE (SHOWN IN GREEN) WILL BE ESTABLISHED ON NATIONAL FOREST LANDS SURROUNDING THIS RESERVOIR. IT WILL CONSIST OF APPROXIMATELY 30,000 ACRES. THE MANAGEMENT OF OTHER RESOURCES WILL BE MODIFIED TO PRESERVE AND ENHANCE THE RECREATION POTENTIAL OF THE RESERVOIR.

WALLOWA-WHITMAN

RELOCATION

UNION

BRIDGE

CREEK

RIVER

CREEK

T
S
T
AL

T MAN NATIONAL FOREST

Forest Service proposed route

N

DAM, PROPOSED

NORMAL WATER SURFACE ELEVATION (4071)

AVERAGE POOL ELEVATION (4046)

PROPOSED BUREAU OF RECLAIMATION TAKE LINE

EXISTING ROADS

NATIONAL FOREST BOUNDARY

PROPOSED RECREATION ACQUISITION

PROPOSED ROADS

PROPOSED RECREATION SITES

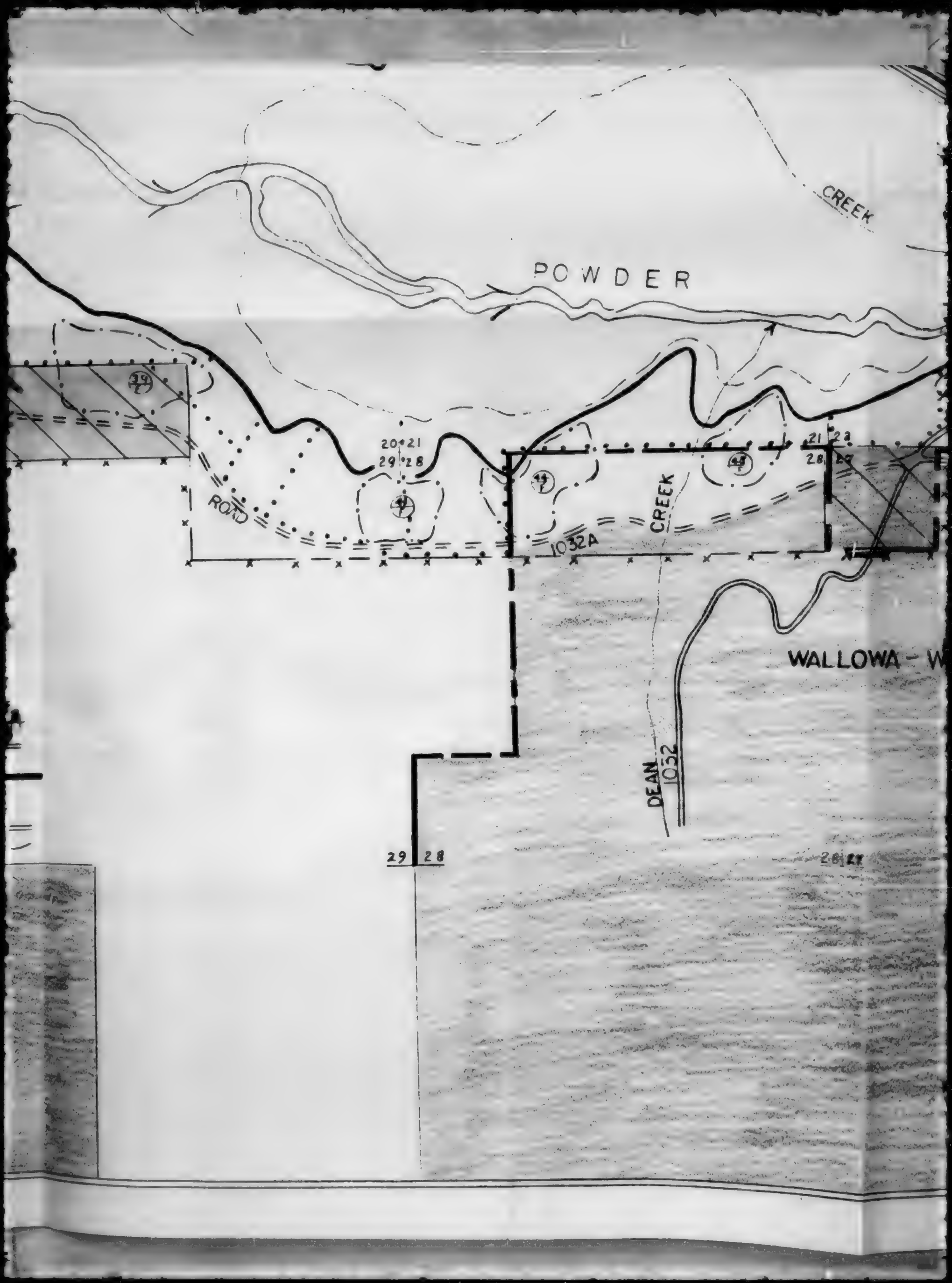
- Camping
- Picnicking
- Boating
- Public Service Site
- Recreation Residence Site
- Organization Site
- Future Development Site
- Administrative Site
- Site Number

EXISTING FENCE TO REMOVE

PROPOSED FENCE

PROPOSED CATTLEGUARD

PROPOSED BRIDGE


CREEK
POWDER
39
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29 28
ROAD
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1032A
21 22
28 27
WALLOWA - W
DEAN
1052
29 28
28 27

BRIDGE

CREEK

RIVER

CREEK

22 23

RELOCATION OF ROAD 1032

OWA - WHITMAN NATIONAL FOREST

U.S. DEPA

WALL

THE

U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WALLOWA – WHITMAN N.F.
THE PACIFIC NORTHWEST REGION

AREA PLAN
MASON DAM
SCALE 4" = 1 MILE

ENT OF AGRICULTURE
EST SERVICE
A – WHITMAN N.F.
C NORTHWEST REGION

AREA PLAN
MASON DAM
SCALE 4" = 1 MILE

GPO 000831

RECEIVED
MAY 2 - 1963
FOR FILING
101 Wir
1797

April 25, 1963

Mr. John F. Mangan, Area Engineer
Upper Columbia Development Office
Bureau of Reclamation
Post Office Box 3200
Spokane 17, Washington

Dear Mr. Mangan:

Reference is made to your letter of April 19 which contains a request for the Highway Department to undertake a location survey of the Sumpter Valley Highway. The purpose of the survey would be to locate the highway outside the pool of the proposed Mason Reservoir in Baker County.

The Highway Commission does not have at this time an available crew to assign to this work. It is doubtful that one could be made available in time to gather the necessary data by October 1, 1963. Oregon's problem at the moment is the completion of the necessary field surveys for the Interstate Highway System and we are not now in position to transfer a crew from this work to the relocation on the Sumpter Valley Highway. About the only solution we could offer to the problem would be to assign a resident engineer to the work after the 1963 construction season has elapsed.

Other than the matter of the completion date that you desire, we would have no particular problem in complying substantially with the seven points that you have enumerated. However, as the Highway Department has no program plans for improvements on the Sumpter Valley Highway, we could undertake the work for your Bureau only with the understanding that you would stand the actual cost thereof. I do not have a good estimate for this specific piece of work at the moment, but surveys of this nature usually run from three to five thousand dollars per mile.

If there is anything about the above that I have not made clear or should you wish further data or information, please do not hesitate to call on us at any time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrem
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan

IN REPLY
REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Upper Columbia Development Office
P. O. Box 5200
Spokane 17, Washington

April 19, 1963

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

On March 5 Mr. Torkelson of our Regional staff visited your office to discuss the relocation of Secondary State Highway 220 around the proposed Mason Reservoir in Baker County. He met with Mr. Frank Morgan, Mr. Lloyd P. Shaw and Mr. Jack Sollis.

On April 16 I met in Baker with Mr. J. E. Morelock of your staff and Mr. H. S. Coulter of LaGrande and representatives of the National Park Service and the U. S. Forest Service for a field inspection of the presently proposed relocation of Secondary State Highway 220 around Mason Reservoir. This location has been proposed by the Park Service and the Forest Service to provide more room for recreation development along the reservoir shore.

As a follow-up to Mr. Torkelson's discussion, we talked to Mr. Morelock and Mr. Coulter about the prospect of the State Highway Department making a field location survey and feasibility level cost estimate of the proposed relocation for our use in finalizing cost data on the Baker Project. This data would be developed with the idea that possibly later an agreement could be made for the Highway Department to construct the relocated section of highway under contract with the Bureau of Reclamation.

In order that we might proceed with an agreement between our respective agencies for the necessary field survey and cost estimate, could you provide us an estimate of the funds that would be required to finance such a survey and cost estimate?

This field location survey and cost estimate would be based on the following general conditions, recognizing the State of Oregon's interest in completing the improvement of Secondary State Highway 220 and the cost that the Highway Department might incur in making improvement surveys without the prospect of construction of Mason Reservoir.

NOTED
R. L. PORTER

(1) The location would follow approximately the line shown on the Drawing 569-120-14, attached.

(2) Every effort would be made to accommodate the recommended "recreation administrative site" above the damsite without significantly increasing the relocation cost.

(3) It may be necessary to study one or more alternative routes on the downstream end of the relocation to find the most feasible route to connect the new location to the existing road below the damsite.

(4) Bureau of Reclamation personnel will develop right-of-way costs and utility line relocation costs involved in the project.

(5) If at all possible, field work should begin in June or July of 1963.

(6) The results of the work would be available to this office by October 1 or shortly thereafter.

(7) Representatives of this office would be available for consultation and coordination with the National Park Service and the U. S. Forest Service.

Attached are available drawings that may be of interest or of use to your engineers.

Reservoir Topography Drawing -- 569-122-14
Mason Damsite Topography Drawing -- 569-120-20
Mason Dam Design Drawing -- No. 569-D-1

An early reply to this inquiry would be appreciated.

Sincerely yours,

John F. Mangan

John F. Mangan
Area Engineer

Enclosure (3)

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OREGON
STATE HIGHWAY COMMISSION

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APR 22 1963
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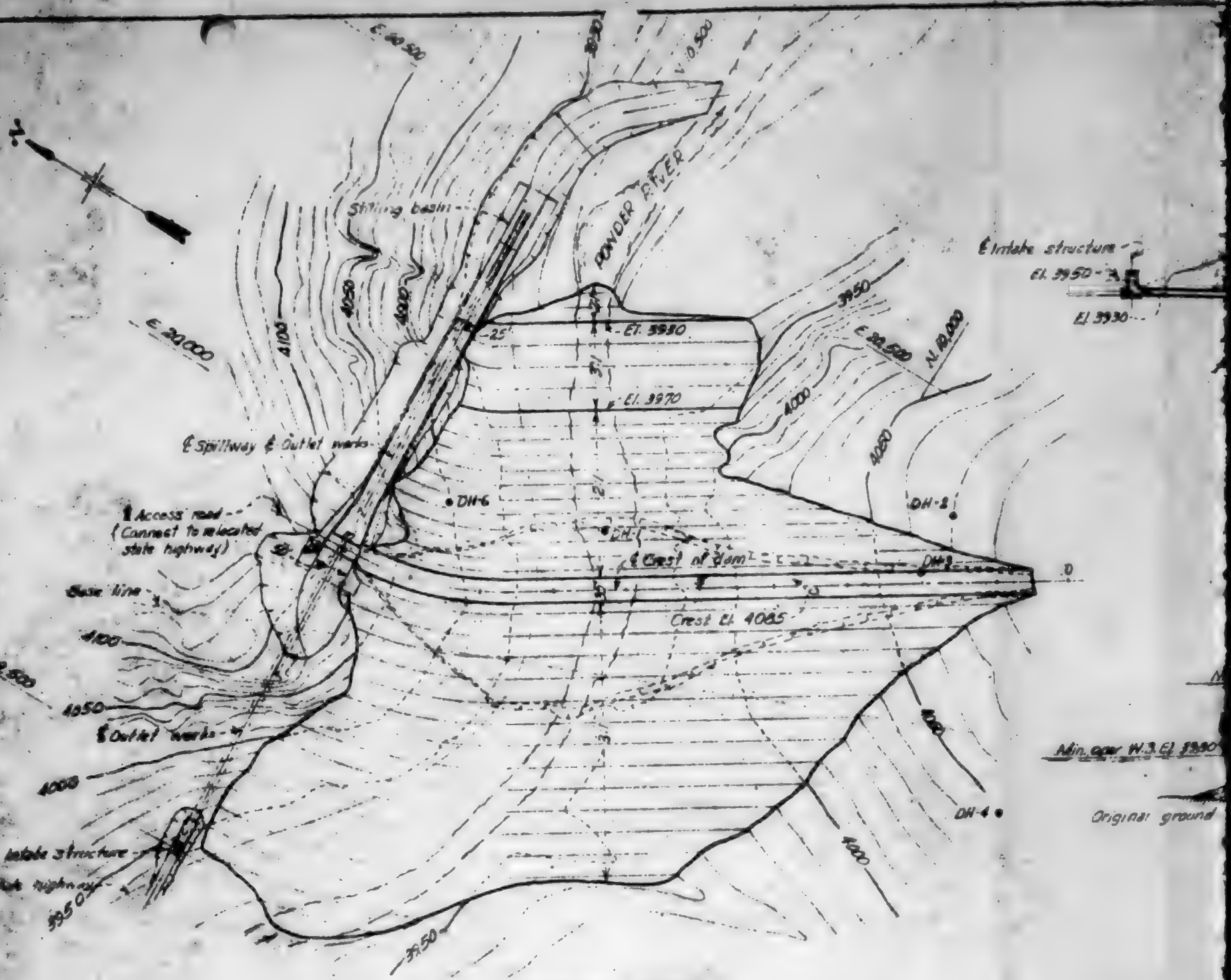
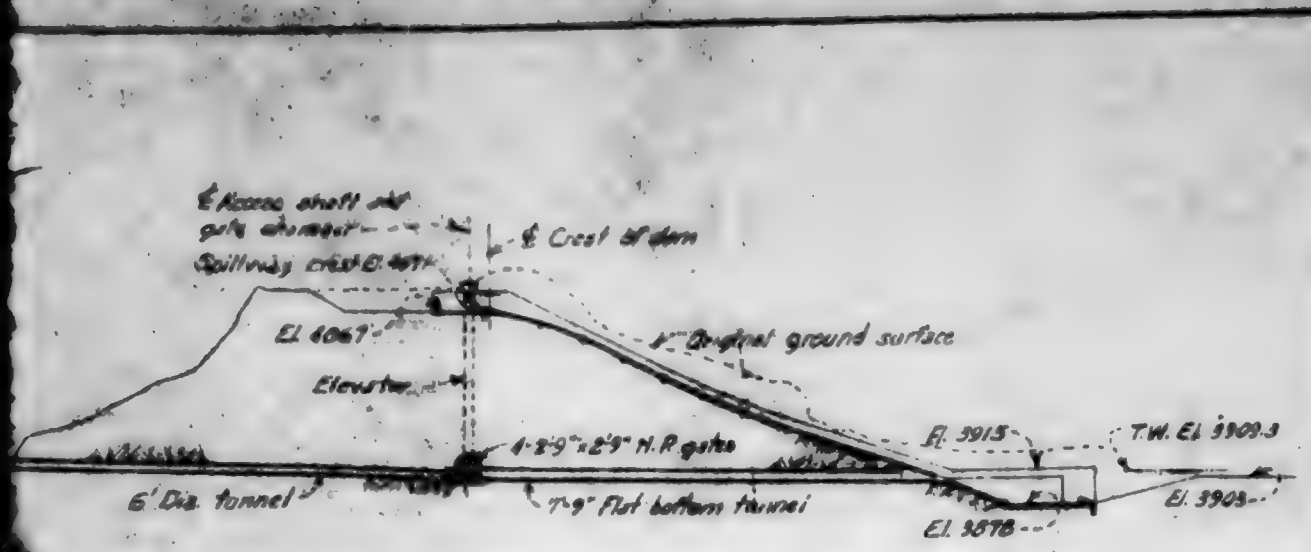
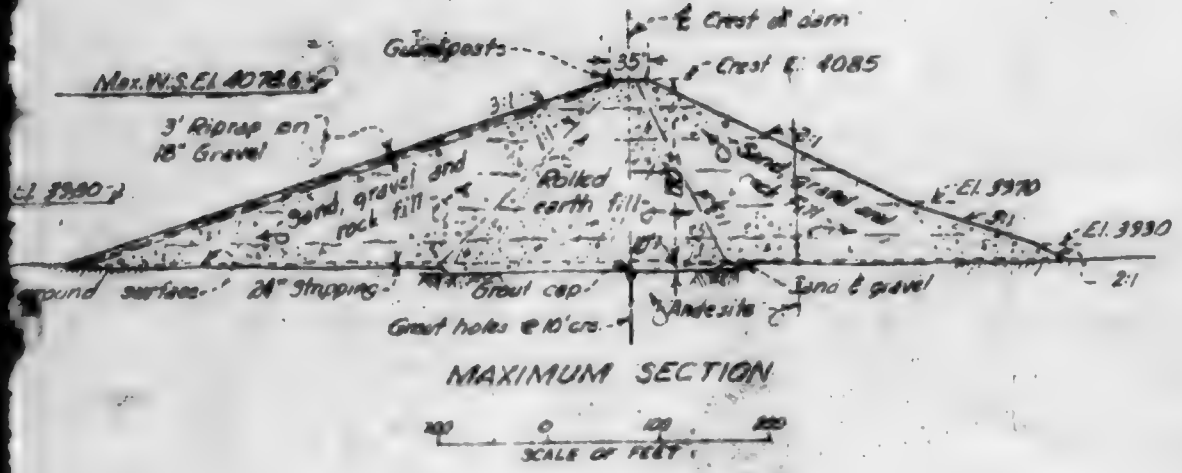
STATE HIGHWAY ENGINEER


POWDER RIVER
Stilling basin
℄ Intake structure
El. 3950
El. 3930
El. 3930
El. 3970
℄ Spillway & Outlet works
Access road
(Connect to relocated state highway)
DH-6
DH-5
DH-2
DH-3
DH-4
℄ Crest of dam
Crest El. 4085
Base line
℄ Outlet works
Intake structure
℄ State highway
Min. oper. W.S. El. 3930
Original ground
GENERAL PLAN
SCALE OF FEET
℄ Spillway
Crest El. 4085
Original ground surface
Bottom of cutoff trench
Alluvial fill
Andesite
Alluvium
Andesite
Argillite
Grout cap
Grout holes @ 10' crs.
℄ Outlet works
STATIONS
ELEVATIONS
PROFILE ON ℄ CREST OF DAM



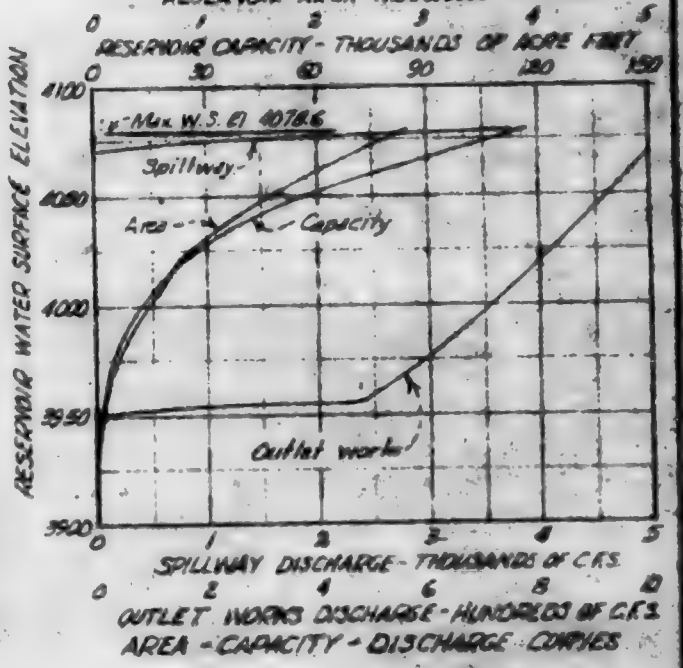
PROFILE ON ℄ SPILLWAY AND OUTLET WORKS

LOCATION MAP



MAXIMUM SECTION

100 0 100 200
SCALE OF FEET



RESERVOIR ALLOCATION

PURPOSE	ELEVATION	STORAGE ACRE FEET
Flood control	4062 to 4071	17,000
Joint use	4052 to 4062	21,000
Irrigation	3980 to 4052	57,000
Inactive	Streambed to 3980	5,000
Total storage capacity		100,000*

A surcharge of 17,000 a.f. (Max. W.S. El. 4078.6) in combination with a spillway capacity of 5,760 c.f.s. is provided to protect against the inflow design flood having a peak of 9,000 c.f.s. and a 15-day volume of 68,130 a.f.

* Includes an allowance of 5,000 af for sediment

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
BAKER PROJECT
UPPER DIVISION - OREGON
MASON DAM
FEASIBILITY DESIGN DRAWING

DRAWN M.W.G. SUBMITTED G.T. Ryan
TRACED RECOMMENDED E.H. Trautwein
APPROVED Chief, Design Branch

DENVER, COLORADO, SEPT. 14, 1959 369-D-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Upper Columbia Development Office
P. O. Box 5200
Spokane 17, Washington

IN REPLY
REFER TO:

April 1, 1963

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

We want to thank you for furnishing a copy of your highway location standards and the information on estimated cost of relocating the Sumpter Valley Highway around the proposed Mason Dam and Reservoir sent in your letters of March 25 and 27.

Our Regional office has advised us of Mr. Torkelson's visit with you on March 5 and his review of current aspects of the road relocation standards under Section 208, Title II, of the Flood Control Act of 1962. His discussion had a direct bearing on our question of March 8 about "current standards for current traffic" as it applied to your previous relocation estimate for highway 220 through the Mason Reservoir area.

Mr. Torkelson also apprised you of the changed location recommended by the National Park Service in consideration of the recreation aspects of Mason Reservoir.

Our office has the responsibility for preparation of the "Definite Plan Report" prior to actual construction. In this report we will bring together new information and make revisions required by the new legislation as well as other changes necessary to bring the report up to date.

We would suggest a meeting between personnel of our respective offices at Baker so that we can go over the proposed location in the field and discuss the related problems. Since the Park Service is interested in this location from a recreation standpoint, we will ask them to send a representative.

NOTED
R. L. PORTER

As we see it, the meeting could take two days. We suggest meeting your representative at the Baker Hotel Wednesday morning, April 17.

Please let us know if this date is convenient for you. If it is not, please suggest one that would be.

Very truly yours,

John F. Mangan

John F. Mangan
Area Engineer

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APR 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1963
FOR FILING

Adm
U.S. Hwy 1.
War Dept.
Mason

62

March 27, 1963

Mr. John F. Mangan, Area Engineer
U. S. Bureau of Reclamation
Upper Columbia Development Office
Post Office Box 5200
Spokane 17, Washington

Dear Mr. Mangan:

With reference to your letter of March 8 directed to the late Mr. Williams concerning Federal 1962 legislation and its effect on the relocation of the Sumpter Valley Highway with respect to the Mason Dam of the Baker project, the following information is offered:

On a "replacement in kind" basis, it would cost an estimated $640,000 for a route 6.9 miles in length on the northerly side of the proposed reservoir; on a "current standard" basis, the estimate would be $980,000. The current standard is two 10-foot lanes with 4-foot shoulders, oiled full width, with an O-11 oil mat which is to be used with a current traffic count of 170 (1961 ADT), assuming few trucks. It might be mentioned that portions of the Sumpter Valley Highway have been completed recently to this current standard.

It is hoped the information presented will be helpful in your planning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

WHT:fp: ajw

PLEASE RETURN TO
LLOYD P. SHAW

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Upper Columbia Development Office
P. O. Box 5200
Spokane 17, Washington

IN REPLY
REFER TO:

March 8, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

During our past investigation of the Baker Project, we requested you to make an estimate of the cost of relocating the road along the reservoir which would be impounded by our proposed Mason Dam in the Sumpter Valley. At that time we were authorized to provide for replacement in kind. A reconnaissance grade estimate was furnished to us by your letter of June 9, 1958.

In recent legislation passed by Congress (Section 208, Title 2, of the Omnibus Rivers and Harbors Flood Control Act of 1962) the Bureau is authorized to include cost of highway relocation to current standards for current traffic. We have been instructed that the difference in cost between replacement in kind as previously authorized and replacement to current standards for current traffic should be assigned as a nonreimbursable cost to highway transportation.

Last year the Congress authorized the Baker Project and we expect to be updating our 1958 report in anticipation of actual construction. We would appreciate it if you could furnish us with a new cost estimate for relocating the road to current standards for current traffic. If the estimates previously furnished are adequate to cover cost of construction to current standards for current traffic, please advise us. We would also appreciate receiving a copy of standards required to meet current traffic needs. These standards should indicate the traffic volume involved. We have enclosed a copy of your letter and estimate of 1958 and also a map of the Baker Project.

REFERRED TO
Morelock
By Construction Engineer
Please prepare estimates.

NOTED
W. H. TEBEAU

This is a new concept in the relocation of road facilities as far as the Bureau is concerned. If you have any questions concerning our request, please let us know.

Very truly yours,

John F. Mangan

John F. Mangan
Area Engineer

Enclosures

cc: Regional Director, Boise, Idaho
Attention: 700

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

123.1 - Boise

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BUREAU OF RECLAMATION
JUN 10 1958
SPOKANE, WASHINGTON

M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 9, 1958

Mr. Charles S. Hazen
Area Engineer
Bureau of Reclamation
Upper Columbia Development Office
W. 1323 Ide Avenue
Spokane 1, Washington

Dear Mr. Hazen:

In response to your telephoned request of May 27, please find attached an itemized reconnaissance estimate and a sketch map showing the proposed highway relocation cost of the Sumpter Valley Highway as it will be affected by the Mason Dam.

On May 14 we submitted to you a cost estimate of $480,000 for this work. I wish to point out to you that that estimate did not include the cost from the axis of the dam to Point "B". It was omitted at that time, it being the belief of our Reconnaissance Engineer that the construction of the dam would require building a roadway to the top of the dam and that rearrangement of facilities might be more economically included in the contract for the dam. However, we attach the itemized estimate for the entire project and believe it better that it be left to the Bureau to include or delete this specific piece as you see fit. It should be borne in mind that if it is constructed as a part of the dam, it will, of course, necessarily be to design standards acceptable for this highway.

It should be understood that this estimate is based on a reconnaissance only, and the relocation, when and if done, will be based on prices, quantities, and conditions determined at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

SUMPTER VALLEY HIGHWAY RELOCATION
MASON RESERVOIR VICINITY
BAKER COUNTY

RECON. ESTIMATE

Length - 6.50 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	all	100%		100%	Lump Sum	$ 8,000
2. Drainage Excavation	Cu.Yd.	400	100	500	4.50	2,250
3. General Excavation (Unclassified)	Cu.Yd.	486,659	121,341	608,000	0.40	243,200
4. Solid Rock Excavation	Cu.Yd.	140,929	35,071	176,000	1.00	176,000
5. Short Overhaul	Yd.Sta.	1,569,000	392,000	1,961,000	0.01	19,610
6. Long Overhaul	C.Yd.Sta.	25,100	5,900	31,000	0.40	12,400
7. Rounding Cutbanks	Lin.Ft.	21,000	5,000	26,000	0.15	3,900
8. Finishing Roadbed & Slopes	Mile	6.50		6.50	300.00	1,950
9. 18" Concrete Pipe	Lin.Ft.	1,536	364	1,900	4.25	8,075
10. 24" Concrete Pipe	Lin.Ft.	324	76	400	5.50	2,200
11. 36" Concrete Pipe	Lin.Ft.	735	165	900	10.00	9,000
12. Class "A" Concrete in Box	Cu.Yd.	116	29	145	70.00	10,150
13. Reinforcing Steel in Box	Lb.	20,510	5,490	26,000	0.15	3,900
14. Cr. Material in Base	Ton	40,362	9,638	50,000	1.25	62,500
15. Sprinkling	M-Gal	618	152	770	3.00	2,310
				Subtotal		565,445
				Engineering & Contingencies (20%)		113,555
				Construction Cost		$679,000
				Right of Way Cost *		- - - -
				Total Estimated Cost		$679,000

* R/W Cost assumed to be within the Bureau of Reclamation's proposed taking limits.

N

R 37 E

R 38 E.

R 40 E.

R 41 E.

30

237

To La Grande

To La Grande

Wolf Creek

THIEF VALLEY RESERVOIR

NORTH POWDER

CO.

CO.

UNION

BAKER

NORTH POWDER RIVER

UNION

BAKER

POWDER

30

LILLEY PUMPING PLANT

HAINES

U.P.

BAKER VALLEY

BAKER

To Sumpter

220

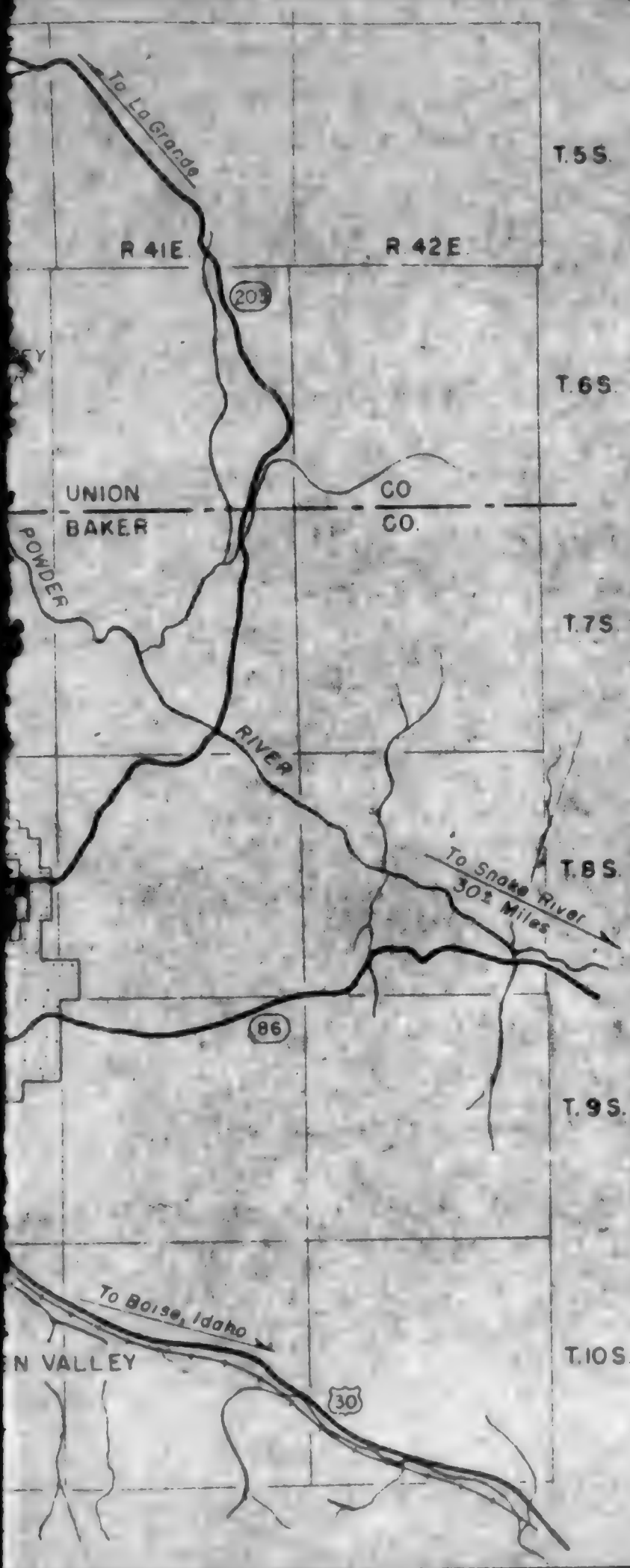
POWDER

RIVER

To Boise, Ida

BOWEN VALLEY

MASON DAM AND RESERVOIR



VICINITY MAP

EXPLANATION

PROJECT AREA

RED = NEW CONSTRUCTION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

BAKER PROJECT, OREGON
UPPER DIVISION

GENERAL MA

5 0 5

SCALE OF MILES

SPOKANE, WASHINGTON MAY 23, 19

VICINITY MAP

EXPLANATION

PROJECT AREA

RED = NEW CONSTRUCTION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

BAKER PROJECT, OREGON
UPPER DIVISION
GENERAL MAP

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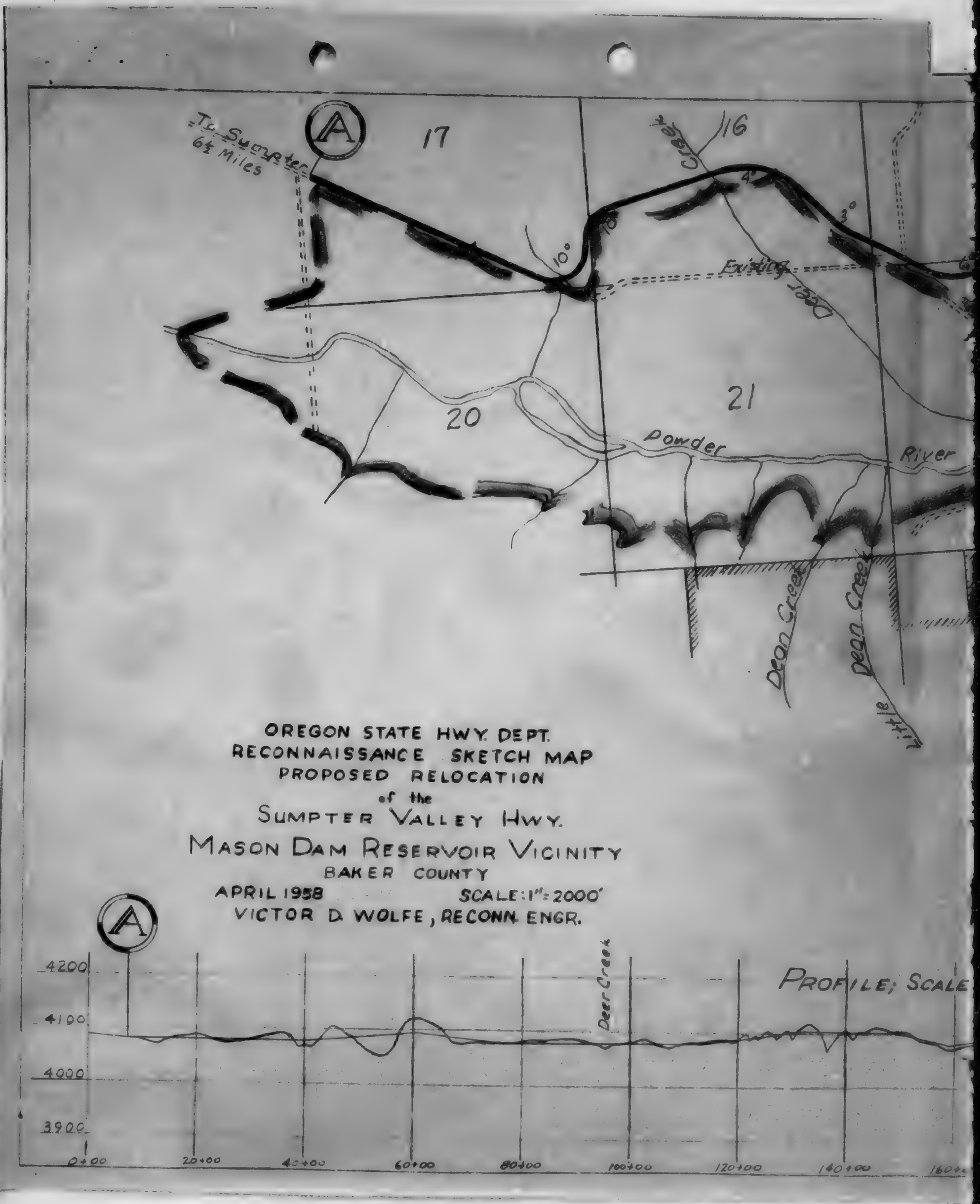
SCALE OF MILES

SPOKANE, WASHINGTON MAY 23, 1958 569-122-78



OREGON STATE HWY. DEPT.
RECONNAISSANCE SKETCH MAP
PROPOSED RELOCATION
of the
SUMPTER VALLEY HWY.
MASON DAM RESERVOIR VICINITY
BAKER COUNTY
APRIL 1958 SCALE: 1" = 2000'
VICTOR D. WOLFE, RECONN. ENGR.

Creek

Bridge

Union Cr.

For. Bdry.

DAM

PROPOSED MASON
Top of dam Elev. 4085

T.10S. R.88E.

T.10S. R.89E.

19

6°

4°

9°

Sumpter

22

HERSHAL Valley

23

24

5

Highway

B

To Baker

18 Miles

River

PROPOSED POOL
ELEV. 4078

12°

14°

10°

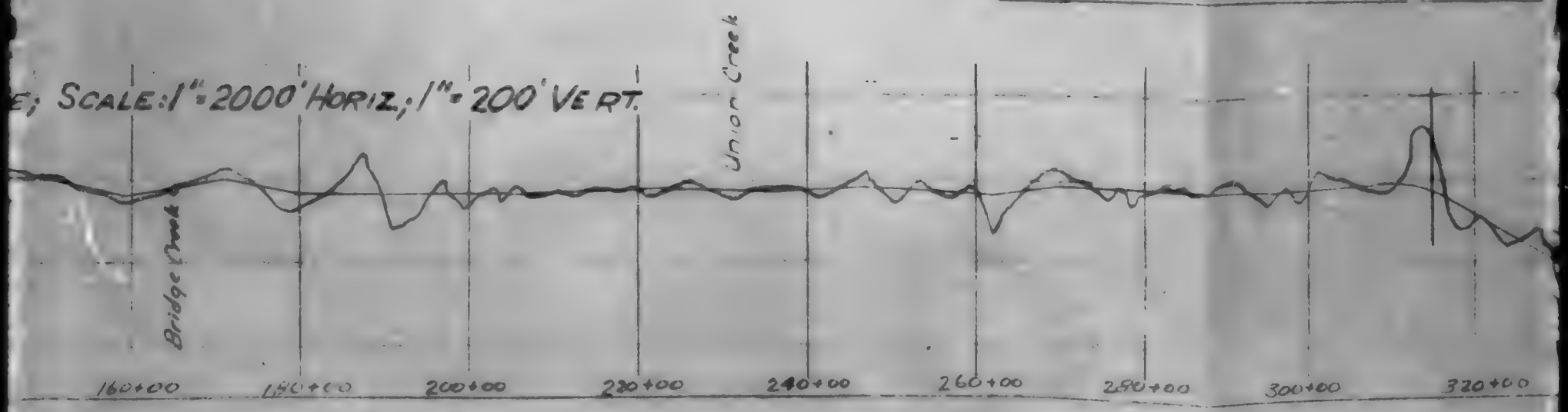
Whitman National Forest

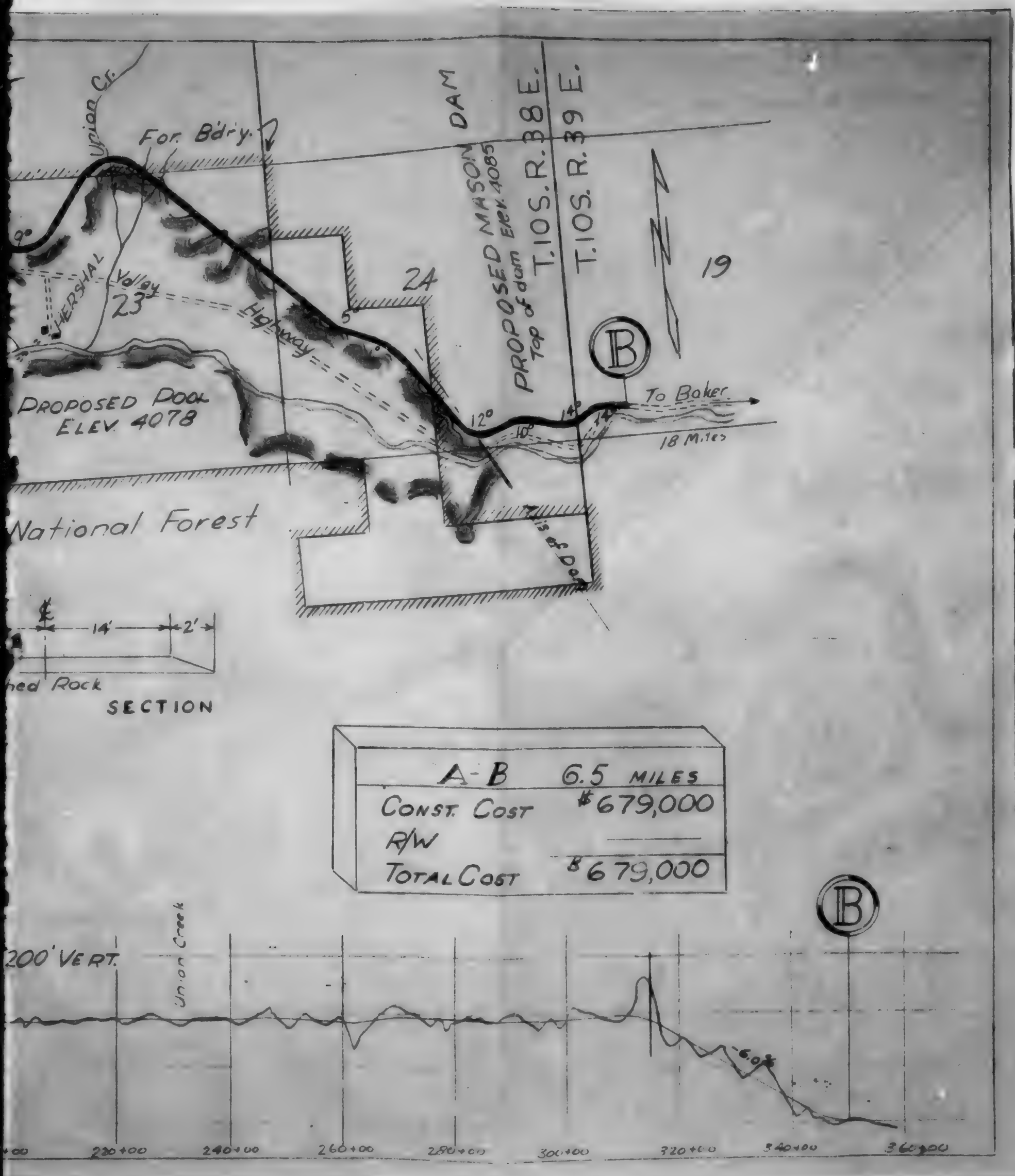
Top of Dam

TYPICAL SECTION

A-B	6.5 MILES
CONST. COST	$679,000
R/W	
TOTAL COST	$679,000

E; SCALE: 1" = 2000' HORIZ.; 1" = 200' VERT.




Union Cr.
For. Bdry.
DAM
PROPOSED MASON
Top of dam Elev. 4085
T.10S. R.38E.
T.10S. R.39E.
19
24
23
HERSHAL Valley
Highway
PROPOSED POOL
ELEV. 4078
B
To Baker
18 Miles
12°
10°
14°
National Forest
14'
2'
hed Rock
SECTION
A-B 6.5 MILES
CONST. COST $679,000
R/W
TOTAL COST $679,000
B
200' VERT.
Union Creek
6.0%
220+00
240+00
260+00
280+00
300+00
320+00
340+00
360+00

FORM E-80 REM 8-57—5000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23rd, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

We had recent correspondence from the Bureau of Reclamation requesting our estimate for revised location of the Sumpter Valley Highway around the proposed Mason Reservoir site in Baker County. We reviewed Waller's reconnaissance and applied present day prices and furnished them with a cost of $479,000.

Since that time, Mr. Wolfe has examined the site, and we wish to submit a revised report. The original cost figure was inadequate. Our present estimate of cost is $679,000.

Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
MAY 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-903—87,500—8-57—6964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1958

SUBJECT: Proposed Relocation
Sumpter Valley Highway
Mason Dam Reservoir
Baker County

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

In accordance with instructions, a reconnaissance estimate has been prepared for the relocation of the Sumpter Valley Highway around the proposed Mason Reservoir on Powder River in Baker County.

The existing highway through the reservoir site is a gravel-surfaced road with an average 20-foot travel width. Average A.D.T. (1956) is 130 with logging traffic predominating. This highway is occasionally closed by severe snow storms and in rerouting it around the reservoir, a north side location has been chosen to minimize the severe snow conditions. Mr. J. F. Waller's reconnaissance working map through this area has been utilized for the earthwork and other pertinent data included in this estimate. No structures are anticipated.

A maximum 14-degree horizontal alignment is used with a 32-foot subgrade. Six inches of crushed rock is used as surfacing; if an 0-11 Oil Mat were used, the estimate would be increased approximately $125,000.

Right of way for this relocation is assumed to be within the Bureau of Reclamation's proposed taking limits and no estimate was made of its cost.

Unit costs for this estimate were obtained from the Cost Analysis Section.

A small scale sketch map and detailed estimate are attached.

Victor D. Wolfe
Reconnaissance Engineer

By William H. Tebeau
William H. Tebeau

WHT:fp

Attachments

RECEIVED
JAN 28 1963
FOR FILING

January 28, 1963

Hon. Clinton P. Haight
State Representative
House of Representatives
State Capitol Building
Salem 10, Oregon

Dear Mr. Haight:

In response to your request, I have had our people take a "horseback" look at the possibility of constructing the Sumpter Valley Highway on the southerly side of the Mason Dam flow line.

While our information is extremely sketchy, it does not appear that there would be any advantage in constructing a road on the southerly side, as it is somewhat longer and slightly more costly.

We have, as you know, postponed any decision on this matter pending a determination as to the construction of the Mason Dam.

If you wish any additional information, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
R. B. Sipprell

FORM E-20 50M 5-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Mason Reservoir Site
Sumpter Valley Highway
Baker County

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Following is a comparison of costs for the relocation of the Sumpter Valley Highway in the proposed Mason Reservoir vicinity. Two possible routes are considered -- one of which will traverse along the northerly side of the proposed reservoir; and the other, along the southerly side. These routes are delineated on the attached map.

	Existing	Northerly Route	Southerly Route
Comparative Length, Miles	6.5	6.9	7.4
Construction Length, Miles	- -	6.5	7.4
Grade and Oil	- -	$980,000	$1,025,000
Structures	- -	- - - -	65,000
Right of Way	- -	- - - -	- - - - -
Est. Const. Cost	- -	$980,000	$1,090,000

The above estimates were determined using the data from a previous investigation covered in a report dated May 22, 1958 and are based on an ultimate two 10-foot lanes with 4-foot shoulders assuming an 0-11 oil mat on 10 inches of base and leveling; if 6 inches of surfacing only were used in lieu of the oil mat, the above estimates would be reduced by $140,000 on the northerly route and $160,000 on the southerly route. Unit costs for these estimates were derived from the 1961 average bid prices.

W. H. Tebeau

WHT:fp
Attachment

W. H. Tebeau
Field Reconnaissance Engineer

R-41-A

SUMPTER
Pop. 146

R 37 E

R 3

220

Bear Cr

Sumpter

NFD

McEwen
McEWEN SCHOOL

Sumpter - McEwen
10' Lanes - 4' Shldrs
0-11 Oil Mat
1960

Existing Facili

Approx Reservoir Limits

Tentative Highway R
Proposed Mason D

Lat

Torch Summit

Huckleberry Mtn.

Big Huckleberry Butte

NATIONAL

FAS

N

NATIONAL

FO

R 38 E

R 39 E

2650

NFD

AUBURN CEM

NO. 2 DAM

NO 4 DAM

HOLGENE NO 1 DAM

DAM

Tentative Relocation

Existing Facility

Site of Mason Dam

S 14 Rd

220

LOCKHART SCHOOL

Highway Relocation around Mason Dam Reservoir

Mason Siding - Poker Cr.
10' Lanes - 4' Shldr's
0-11 Oil Mat
1959

Salisbury Jct. - Poker Cr. Section
10' Lanes - 2' Shldr's.
0-11 Oil Mat
1950

FOREST

R 39 E

R 40

NFD

Wilson Cr.

AUBURN CEM

NO. 2 DAM

NO. 4 DAM

HOLGEN NO. 1 DAM

NFD

Poker DAM

Site of Mason Dam

Timber

VAUGHN DAM

SHAW SOUTH DAM

FAS

9.0

7

Salisbury

LOCKHART SCHOOL

220

Mason Siding - Poker Cr.
10' Lanes - 4' Shldr's
0-11 Oil Mat
1959

Salisbury Jct. - Poker Cr. Section
10' Lanes - 2' Shldr's.
0-11 Oil Mat
1950

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

SUMPTER - SALISBURY JCT.

SUMPTER VALLEY HIGHWAY

BAKER COUNTY

SCALE: 1" = 1 Mile

DEC. 1962

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Mason Reservoir Site
Sumpter Valley Highway
Baker County

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Following is a comparison of costs for the relocation of the Sumpter Valley Highway in the proposed Mason Reservoir vicinity. Two possible routes are considered -- one of which will traverse along the northerly side of the proposed reservoir; and the other, along the southerly side. These routes are delineated on the attached map.

	Existing	Northerly Route	Southerly Route
Comparative Length, Miles	6.5	6.9	7.4
Construction Length, Miles	- -	6.5	7.4
Grade and Oil	- -	$980,000	$1,025,000
Structures	- -	- - - -	65,000
Right of Way	- -	- - - -	- - - - -
Est. Const. Cost	- -	$980,000	$1,090,000

The above estimates were determined using the data from a previous investigation covered in a report dated May 22, 1958 and are based on an ultimate two 10-foot lanes with 4-foot shoulders assuming an 0-11 oil mat on 10 inches of base and leveling; if 6 inches of surfacing only were used in lieu of the oil mat, the above estimates would be reduced by $140,000 on the northerly route and $160,000 on the southerly route. Unit costs for these estimates were derived from the 1961 average bid prices.

W. H. Tebeau

WHT:fp
Attachment

W. H. Tebeau
Field Reconnaissance Engineer

R-41-A

SUMPTER
Pop. 146

R 37 E

R 3

220

McEwen
McEWEN SCHOOL

Sumpter - McEwen
10' Lanes - 4' Shldr's
0-11 Oil Mat
1960

Existing Facil

Approx. Reser

Tentative Highway R
Proposed Mason

Huckleberry Mtn.

Big Huckleberry Butte

N

NATIONAL

FO

DEVELOPMENT

R 38 E

R 39 E

2650

Wilson

NFD

AUBURN CEM

NO. 2 DAM

NO 4 DAM

HOLGEN NO 1 DAM

Poker DAM

Tentative Relocation

Site of Mason Dam

Limits

5½ Rte

Highway Relocation around Mason Dam Reservoir

FOREST

Mason Siding - Poker Cr.
10' Lanes - 4' Shldr's
0-11 Oil Mat
1959

Salisbury Jct. - Poker Cr. Section
10' Lanes - 2' Shldr's.
0-11 Oil Mat
1950

LOCKHART SCHOOL

20

R 39 E

R 40

Wilson Cr.

NFD

Timber Cr.

FAS

9.0

7

NO. 2 DAM

AUBURN CEM

NO. 4 DAM

HOLGENE NO. 1 DAM

VAUGHN DAM

SHAW SOUTH DAM

Poker DAM

Site of Mason Dam

Burnt

Elm

Salisbury

LOCKHART SCHOOL

20

FAS 3

Mason Siding - Poker Cr.
10' Lanes - 4' Shldr's
0-11 Oil Mat
1959

Salisbury Jct. - Poker Cr. Section
10' Lanes - 2' Shldr's.
0-11 Oil Mat
1950

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

SUMPTER - SALISBURY JCT.

SUMPTER VALLEY HIGHWAY

BAKER COUNTY

SCALE: 1" = 1 Mile

DEC. 1962

RECEIVED
JAN 9 1963
FOR FILING
Const
Rlw
Sumpter Valley file

Salem, Oregon
January 9, 1963

Mr. F. D. Morgan
Construction Engineer
BUILDING

I am returning herewith a reconnaissance report which you recently handed me on the Sumpter Valley Highway near the proposed Mason Dam site. Mr. Cooper requests that even though the scheme apparently is not feasible, a possible line be indicated on the south side of the proposed reservoir and a rough cost estimate for its construction be prepared.

The request for this information comes from a Legislator and it is essential that he have the data at an early date.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

FORM E-20 50M 2-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1962

SUBJECT:

To: Mr. Forrest Cooper
State Highway Engineer
O f f i c e

Attached hereto is a short report that you requested relative to the possibility of locating the Sumpter Valley Highway on the southerly side of the proposed Mason Dam Reservoir. We have not attempted to estimate the cost of such a proposal but it is obvious from an examination of the map that such a location would be very much inferior to the one proposed on the north side of the pool.

If this is not sufficient information, please advise and we can prepare a reconnaissance-type of estimate on the so-called south route.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachment

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 21, 1962

SUBJECT:

To: Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

L

Attached are three copies of a small scale map depicting the nature of improvements performed since 1950 on the Sumpter Valley Highway between the town of Sumpter and Salisbury (junction with the Baker-Unity Highway) in Baker County.

You will note that no improvement has been made for the six miles between McEwen and the Mason Dam site. Improvement through this area will depend upon the nature of the proposed reservoir which is roughly outlined on the map. A tentative relocation of the highway is shown, the estimated cost of which is $680,000 assuming a 6-inch crushed rock surface; an oil mat (10-foot lanes, 4-foot shoulders) would cost an additional $130,000. It is presumed that the government agency responsible for the Mason Dam project will pick up the tab for this improvement since the existing facility will be inundated.

An improvement on the southerly side of the reservoir would not be practical in as much that it is out of direction and a longer construction length would be evident thereby increasing the cost materially.

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

WHT:fp
Attach.

RECEIVED
MAR - 1 1960
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY REFER TO: 702

141-1126

Mr. C. G. Polk
Division Engineer
U. S. Dept. of Commerce
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk,

Our report on the Baker Project, Oregon, Upper Division, which includes the proposed Mason Dam and Reservoir on Powder River, was submitted to our Commissioner's office about the end of last December. It is under review within the Department of Interior now and has not yet been sent out to the States and other Federal agencies for review as required by law. The States and other agencies have 90 days in which to comment on the report. Depending upon the effect of these comments, the report would next be sent to the President through the Bureau of the Budget.

Although the local sponsors are very anxious to start the construction of Mason Dam and Reservoir, we see no prospect of obtaining authorization of this project this session of Congress under normal procedures. We would not anticipate hearings to be held on authorization until the next session of Congress. Naturally, we are not in a position to set a possible date to start construction until after the project is authorized.

We appreciate the cooperation which your agency and the Oregon State Highway Department have given in the matter of improvement of the highway in the vicinity of Mason Dam and Reservoir. We sincerely hope that final decision on construction will not be unduly delayed.

Sincerely yours,

Regional Director

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

NOTED
W. C. WILLIAMS

When replying, refer to:
08-35.1

408 State Highway Building
Salem, Oregon

April 7, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

At the request of Mr. Tom Edwards, I contacted the Regional office of the Bureau of Reclamation at Boise, Idaho, relative to that agency's plans for constructing the so-called Mason Dam on Powder River, 10 - 15 miles east of Sumpter. Mr. Edwards' request was prompted by his proposal for a FAS project on the existing road which improvement would be flooded if the dam were constructed.

Attached is a copy of the Reclamation Service letter dated March 29, 1960. You will note that no approval or authorization actions have been finalized but the inference is that the project has been submitted to the Department of Interior, with Reclamation Service recommendation for approval.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

WCW
copy to Edwards

Attachment

RECEIVED
APR - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1960

SUBJECT:

NOTE:)
W. C. WILLIAMS

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B u i l d i n g

I have discussed with Mr. C. G. Polk the possibility of Bureau participation in improvement of a section of the Sumpter Valley Highway with respect to the imminence of construction of Mason Dam.

It does not appear that the dam is imminent and a minor type of improvement might be justified for a period of 7 or 8 years as indicated by the attached letter. Mr. Polk states that the Bureau definitely would not approve use of federal funds on this section as long as there is a possibility of construction of the dam, stating that the GAO report made specific reference to a like procedure and criticized it severely. Mr. Polk will contact the Bureau of Reclamation further to determine if a more definite schedule for Mason Dam can be ascertained.

WCW

L. H. Young
Asst. Construction Engineer

For
Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
MAR 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1960
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

NOTED
W. C. WILLIAMS

IN REPLY
REFER TO: 730

MAR 15 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Your letter of March 8, 1960 to Area Engineer McAllister, Salem, Oregon, regarding current status of Mason Dam has been referred to this office for reply. You inquired as to the probable timing on this project in order that proper plans for completing the remainder of Sumpter Valley Highway might be made.

Our final report on Baker Project, Upper Division, has been sent to the Commissioner and is being reviewed in that office at the present time. Following approval of the Commissioner and adoption of the report by the Secretary of the Interior, the report will have to be circulated to the States of the Columbia River Basin and to the Secretary of the Army for their review and recommendations in accordance with the provisions of section 1(c) of the Flood Control Act of 1944, and to other interested Federal agencies for their comments. A period of 90 days is provided for this review. Finally, the report is transmitted to the President through the Bureau of the Budget and to the Congress for hearings by the appropriate committees and authorization. Appropriations are usually sought at the next session of Congress following authorization. Usually one year of preconstruction work is required before actual construction gets underway.

In the absence of some compelling consideration, the procedures outlined above are required. Based on this assumption, it can be concluded that construction of Mason Dam would not be initiated before mid 1962 and possibly even later.

Our present schedule on Mason Dam is based on a construction period of about 5 years. During the major portion of this period, a temporary road relocation would be necessary in the vicinity of the damsite. We trust this information will be helpful to you in planning the remainder

Ed W
Wm

NOTED
[illegible] COOPER

of the highway and, following authorization and availability of construction funds, we will appreciate the opportunity of assisting you further on this matter.

Sincerely yours,

M. B. Austin

Acting Regional Director

Copy to: Area Engineer, Salem, Oregon

RECEIVED
MAR 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1960

RECEIVED
MAR 9 1960
FOR FILING

March 8, 1960

Mr. Lee McAllister
District Director
Bureau of Reclamation
215 Front Street, N. E.
Salem, Oregon

Dear Sir:

We have become concerned of late relative to the current status of Mason Dam. As you know, our Sumpter Valley Highway runs through the area to be occupied by the dam site and the storage basin. We have completed this highway up to the dam site and are nearing contract award to complete it from the storage basin to Sumpter.

We would like your opinion of the probable schedule or timing on this project in order that we might make proper plans concerning the remainder of this highway.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

cc Mr. Forrest Cooper
Mr. Tom Edwards

Baker County Chamber of Commerce

BAKER, OREGON

March 1, 1960

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

You are no doubt aware that there has been introduced in Congress SB 3063 and HR 10552 to authorize the construction of the Baker Federal Reclamation project, commonly known as Mason Dam.

You are also no doubt aware that these bills state that "the Secretary of the Interior is authorized, in connection with the Upper Division of the Baker project to construct minimum basic public recreational facilities and to arrange for the operation and maintainence of the same by an appropriate state or local agency or organization, the construction of such facilities shall be non-reimbursible and non-returnable under the Reclamation laws".

We in the Baker County Chamber of Commerce hereby call upon you to give this recreational phase of this project your earnest attention, and we hereby extend to you our assistance in any manner you may deem feasible.

Thanking you, we remain

Yours very truly,

John S. Horton, Co-Chairman
Irrigation Committee

jsh;s

cc-C.H.Armstrong
State Parks Superintendent

RECEIVED
MAR 3 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1958
FOR FILING

June 17, 1958

Mr. Stanley C. Wallace
Acting Area Engineer
Bureau of Reclamation
Upper Columbia Development Office
W. 1323 Ida Avenue
Spokane 1, Washington

Dear Mr. Wallace:

Attached hereto is a copy of the estimate in the amount of $679,000 and of the sketch map which should have accompanied our letter of June 9 and which you refer to in your letter of June 13, all of these having to do with the Sumpter Valley Highway relocation in connection with your proposed Mason Dam south of Baker.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pumpon
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Upper Columbia Development Office
W. 1323 Ide Avenue
Spokane 1, Washington

June 13, 1958

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

In the past few weeks we have corresponded with you about Sumpter Valley highway relocation estimate in connection with our proposed Mason Dam south of Baker, Oregon.

On June 9, 1958, you wrote us concerning the estimate on the highway relocation and referred to an itemized reconnaissance estimate and a sketch map. These documents must have become separated from the letter before mailing because they were not included in the envelope we received.

We hesitate to trouble you again because we realize you are busy with other matters, but we would appreciate it very much if you could locate and forward these lost items as we believe they will furnish the information we need on the relocation.

We take this opportunity to thank you for your assistance and cooperation.

Very truly yours,

Stanley C. Wallace

Stanley C. Wallace
Acting Area Engineer

RECEIVED
JUN 16 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1958
FOR FILING

1-1136
6-79

4.24.58
Mason Res -
Sumpter Valley Dam

May 14, 1958

Mr. Charles S. Hansen
Area Engineer
Bureau of Reclamation
Spokane 1, Washington

Dear Sir:

In response to your request of April 22, we have reviewed previous reconnaissance having to do with the relocation of the Sumpter Valley Highway around the proposed Mason Reservoir on Powder River in Baker County.

We find our current cost estimate to be $480,000. It should be understood that this estimate is based on a reconnaissance only, and the relocation, when and if done, will be based on prices, quantities and conditions determined at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:AR hi

FORM E-20X—37,500—8-57—6564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1958

SUBJECT: Proposed Relocation
Sumpter Valley Highway
Mason Dam Reservoir
Baker County

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

In accordance with instructions, a reconnaissance estimate has been prepared for the relocation of the Sumpter Valley Highway around the proposed Mason Reservoir on Powder River in Baker County.

The existing highway through the reservoir site is a gravel-surfaced road with an average 20-foot travel width. Average A.D.T. (1956) is 130 with logging traffic predominating. This highway is occasionally closed by severe snow storms and in rerouting it around the reservoir, a north side location has been chosen to minimize the severe snow conditions. Mr. J. F. Waller's report of October, 1945 covering the rerouting of this highway has been utilized for the earthwork and other pertinent data included in this estimate. No structures are anticipated.

A maximum 10-degree horizontal alignment is used with a 32-foot subgrade. Six inches of crushed rock is used as surfacing; if an O-11 Oil Mat were used, the estimate would be increased approximately $94,000.

Right of way for this relocation is assumed to be within the Bureau of Reclamation's proposed taking limits and no estimate was made of its cost.

Unit costs for this estimate were obtained from the Cost Analysis Section.

A small-scale sketch map and detailed estimate are attached.

Victor D. Wolfe
Reconnaissance Engineer

By William H. Tebeau
William H. Tebeau

WHT:fp

Attachments

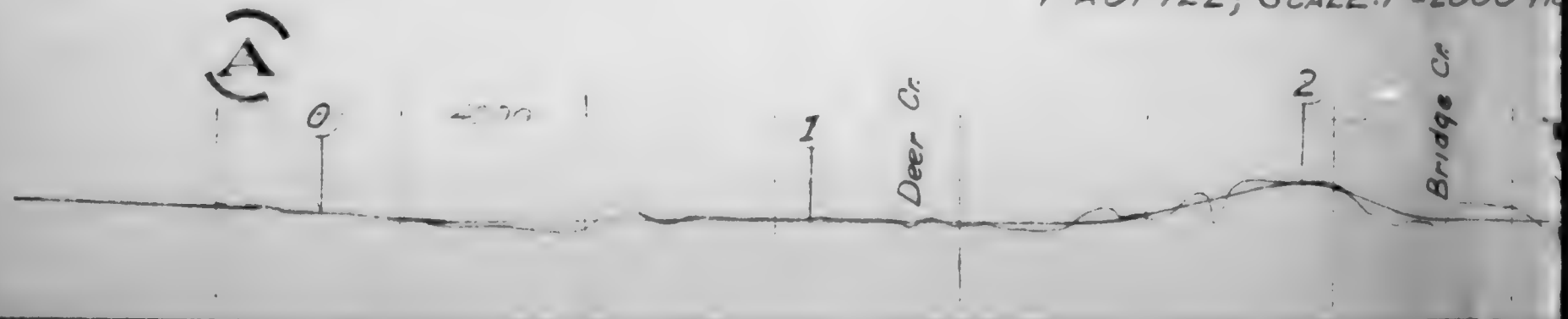
SUMPTER VALLEY HIGHWAY RELOCATION
MASON RESERVOIR VICINITY
BAKER COUNTY

RECONNAISSANCE ESTIMATE — Length - 5.0 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All Spec.	100%		100%	Lump Sum	$ 8,200
2. Drainage Excavation	Cu. Yd.	400	100	500	$ 4.50	2,250
3. General Excavation, Common	Cu.Yd.	225,432	56,358	281,790	0.40	112,720
4. General Excavation, Solid Rock	Cu.Yd.	134,532	33,633	168,165	1.10	184,980
5. Short Overhaul	Yd.Sta.	259,065	64,766	323,831	0.01	3,240
6.Truck Haul	Yd.Mile	46,359	11,591	57,950	0.20	11,590
7. Rounding Cutbanks	Lin.Ft.	17,726	4,432	22,158	0.15	3,320
8. Finishing Roadbed & Slopes	Mile	5.0		5.0	250.00	1,250
9. 6" Drain Tile	Lin.Ft.	909	231	1,140	1.50	1,710
10. 18" Concrete Pipe	Lin.Ft.	1,463	367	1,830	4.25	7,780
11. 24" Concrete Pipe	Lin.Ft.	309	81	390	5.50	2,150
12. 36" Concrete Pipe	Lin.Ft.	700	175	875	10.00	8,750
13. Class "A" Concrete in Box Culvert	Cu.Yd.	46	12	58	70.00	4,060
14. Reinforcing Steel in Box	Lb.	7,817	1,953	9,770	0.15	1,470
15. Crushed Surfacing Material	Ton	28,160	7,040	35,200	1.25	44,000
16. Sprinkling	M-Gal	430	110	540	3.00	1,620
					Subtotal	399,090
					Engineering & Contingencies (20%+)	~~79,910~~ 480,000
					Construction Cost	~~479,000~~
					Right of Way	- - - -
					Total Estimated Cost	480,000 ~~$479,000~~

OREGON STATE HWY. DEPT.
RECONNAISSANCE SKETCH MAP
PROPOSED RELOCATION
of the
SUMPTER VALLEY HWY.
MASON DAM RESERVOIR VICINITY
BAKER COUNTY
APRIL 1958 SCALE 1"=2000'
VICTOR D. WOLFE, RECONN. ENGR.

PROFILE; SCALE: 1"=2000' H



TYPICAL SECTION

A-B	5.00 MILES
CONST. COST	$ 479,000
R/W	
TOTAL COST	$ 479,000

"=2000' HORIZ.; 1"=200' VERT.

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Upper Columbia Development Office
W. 1323 Ide Avenue
Spokane 1, Washington

April 22, 1958

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Capital Building
Salem, Oregon

Dear Mr. Williams:

This letter is a follow up to a telephone conversation between Mr. Cooper of your office and Mr. John Mangan of this office. Mr. Cooper and Mr. Mangan discussed the Bureau's immediate problem of preparing an up-to-date estimate of the cost of relocating a segment of Oregon State Highway 220 around the proposed Mason Reservoir on the Powder River approximately 18 miles upstream from Baker. Mr. Cooper indicated that your office would be able to assist us in preparing this relocation estimate if we would furnish certain information on which he could base his studies.

The Bureau of Reclamation has been investigating the possibility of providing storage for Baker Valley for a number of years. In 1953 a report was prepared proposing storage at the Mason Reservoir Site on the Powder River and this was revised in 1954 and distributed to the local people. A number of problems developed among the interested landowners, and it has not been until this past year that these problems have been resolved sufficiently that we could proceed with our studies.

We are now in the process of revising our 1954 report, bringing the cost estimates up to date, and making some revisions in the irrigation plan.

We would like your assistance in developing a realistic estimate of the cost of relocating the Sumpter Valley Highway from a point near the SW corner of Sec. 19, T. 10 S. R. 39 E., to a point in the SW1/4, Sec. 17, T. 10 S., R. 38 E. This involves a mileage of approximately 5.85 miles.

For your information and possible use we are forwarding herewith two prints each of the following drawings:

569-122-62	Mason Reservoir
569-120-20	Mason Dam Site Topography
569-122-65	Location Map

The reservoir map shows our proposed location route on the north side of the reservoir, the reservoir topography and current ownership data. The dam site map shows detailed topography at the dam site. The location map will assist in orienting your men on the location of our project.

We are presently in the process of up-dating our previous estimates for Mason Dam. This dam would be an earth-fill structure with a crest elevation of about 4085 feet. It would have a roadway across its crest to accommodate the Black Mountain Forest road in the south of the dam site area. A new county road would be constructed across the west end of the reservoir to replace a road that will be inundated.

Our previous estimates for the relocation of this highway were based on your Technical Bulletin No. 19, dated 1946 and we considered the relocation to be a 25M classification.

About 1956 the Oregon Highway Department improved the road below the dam site. Your reconstruction however, did not reach the area with which we are concerned. There may be a half a mile or more of road between the point where your reconstruction ended and our proposed relocation would begin.

The present road as you probably realize, is not of "high type construction" and we propose to make the relocations as near as possible a "replacement in kind". This is rather difficult to define exactly but I believe Mr. Cooper understands our limitations in the matter.

We plan to use your estimate in our feasibility report, which will go to Congress as the basis for possible authorization of the project and subsequent appropriation of funds. For this reason the estimate should be realistic; it should be adequate enough to assure that the road can be constructed for the amount shown, excluding construction cost increases.

Your cooperation in this problem is very much appreciated. If we can furnish any additional information we will gladly do so.

It would be most helpful to us if your estimate could be made available in three or four weeks.

Very truly yours,

Charles S. Hazen
Area Engineer

RECEIVED
APR 21 1958
STATE HIGHWAY ENGINEER

Encls.

TO SUMPTER

308+80

PROPOSED TAK

L. C. Han

4100

4090

4080

4070

4060

PROPOSED COUNTY ROAD RELOCATION

Baker Dredging Co.

(ex. 8 ac. in N² NE SE)

COUNTY ROAD

Norman F. Hansen

18

17

19

20

Baker Dredging Co.

Josephine Hudspeth

SECTION LINE

Clarence Wallace Hudspeth etal

Norm

D TAKING LINE

238+00

232+40

253+00

258+80

271+00

269+90

200+80

200+00

C. Hansen

Earl Widman

Brooks Hawley

Brooks Hawley

4080

4070

4060

4050

4050

4040

4030

4020

△4074.2

17

16

20

24

BAKER-SUMPTER HIGHWAY

202

Mc Ew

Deer

10 WIRE TELEPHONE LINE
BAKER TO JOHN DAY

Norman F. Hansen

Brooks Hawley

Earl Widman

N

19° 30'

M

200+00

200+80

174+80

171+40

164+90

154+70

150+30

148+30

PROPOSE
LINE RE

R.D. Rasmussen

Mc Ewen

16 15

21 22

15 14

22 23

202

Hazel Barnett
et. al.

Hazel
e

4055

4046

4040

Deer

Walter Hanby
et. al.

IRON PIN
4027.11

Brooks Hawley

James M

Creek

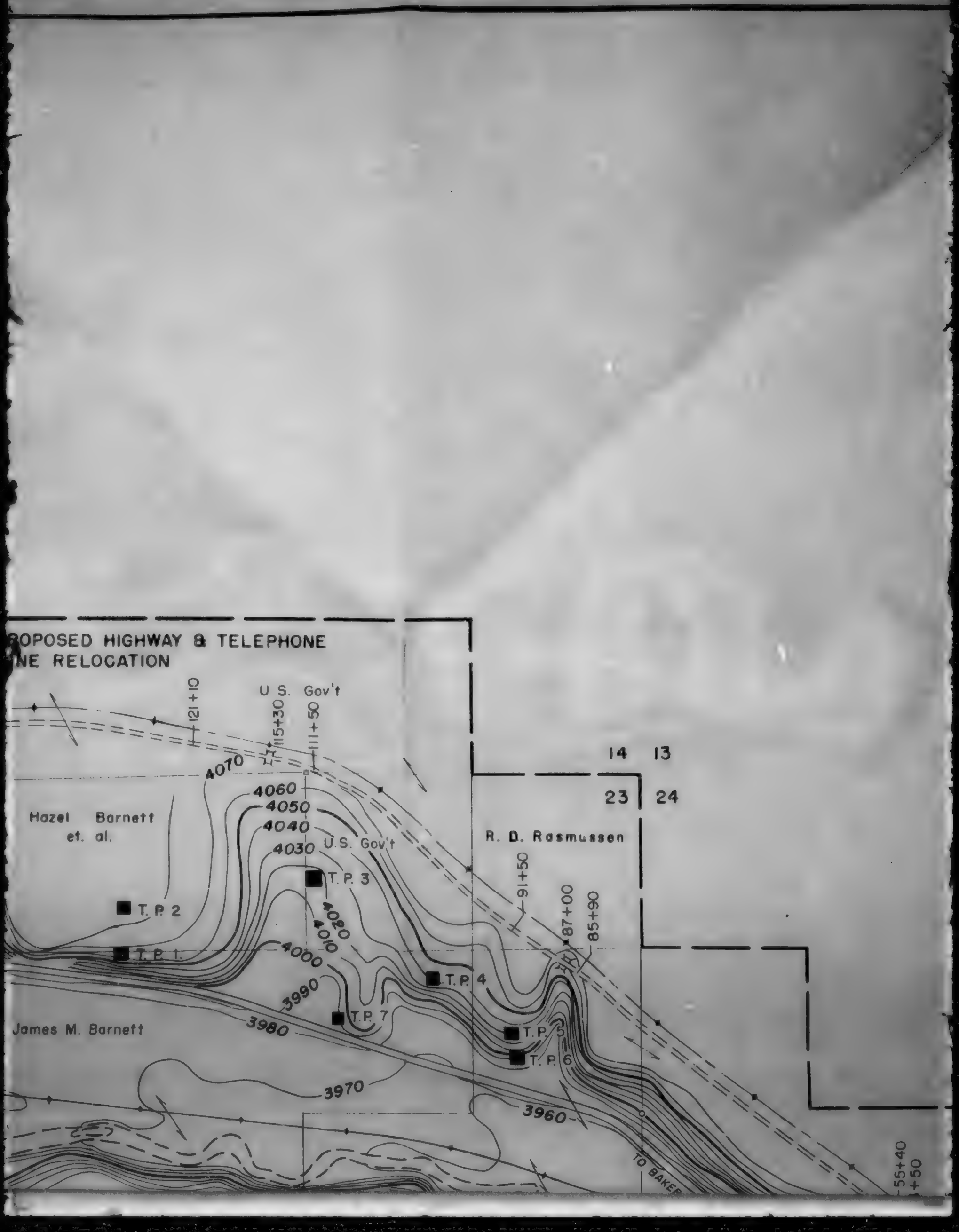
4020

4010

4000

B.M.3396.285
(STAPLE ON BOX CULVERT)

Hazel Barnett


ROPOSED HIGHWAY & TELEPHONE
NE RELOCATION
U S. Gov't
121+10
115+30
111+50
4070
4060
4050
4040
4030
4020
4010
4000
3990
3980
3970
3960
Hazel Barnett
et. al.
U.S. Gov't
R. D. Rasmussen
James M. Barnett
T. P. 1
T. P. 2
T. P. 3
T. P. 4
T. P. 5
T. P. 6
T. P. 7
14
13
23
24
91+50
87+00
85+90
TO BAKER
55+40
+50

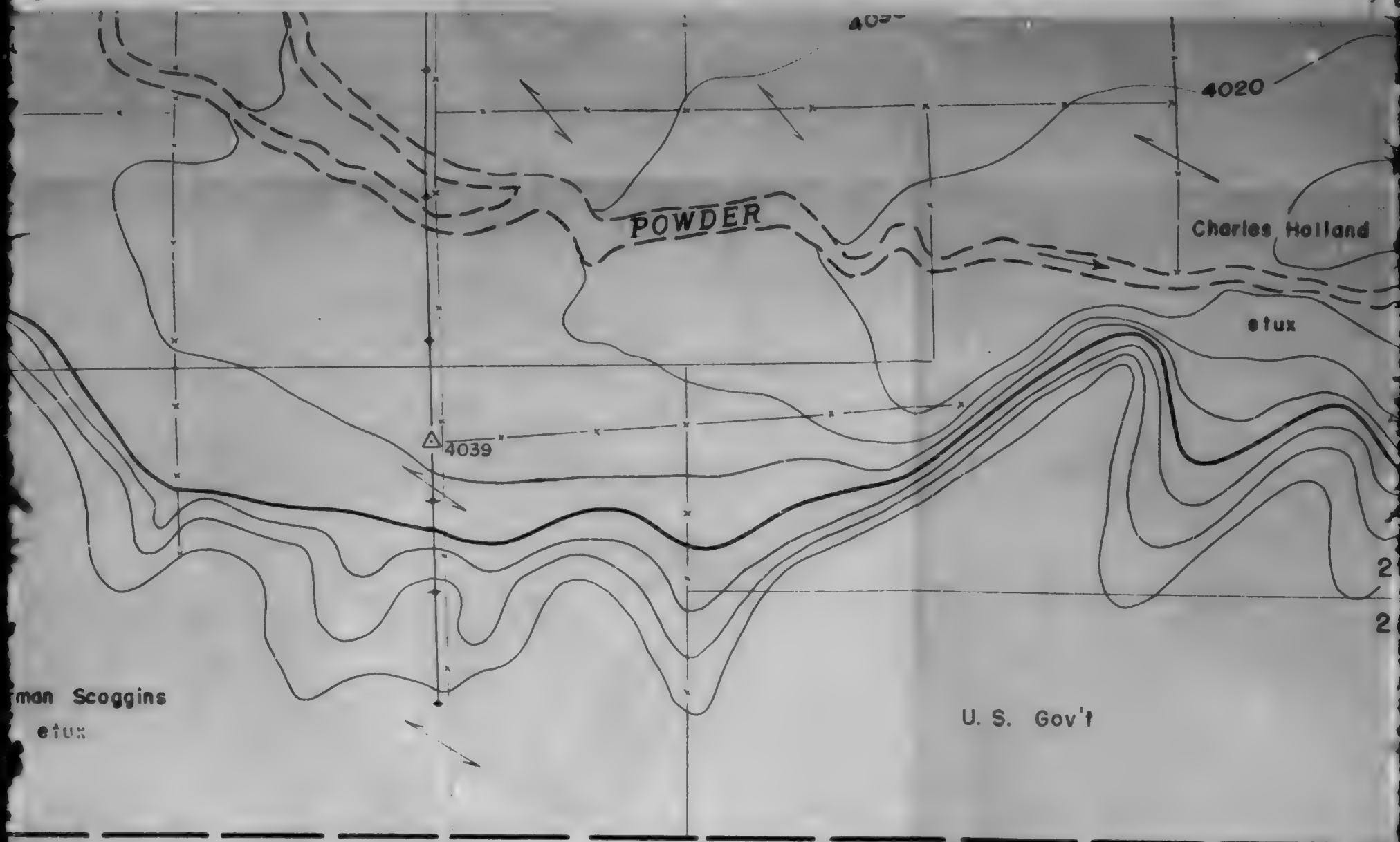
-55+40
3+50

0

10S R 38E

10S R 39E

et al
Hudspeth Bros.
Herman Scog
et ux


4020
POWDER
Charles Holland
etux
4039
2
2
man Scoggins
etux
U. S. Gov't

3000 20

Creek

4010

4000

B.M 3386.285
(STAPLE ON BOX CULVERT)

Hazel Barnett
et. al.

3990

RIVER

4050

R. D. Rasmussen

21 | 22

22 | 23

28 | 27

PROPOSED TAKING LINE

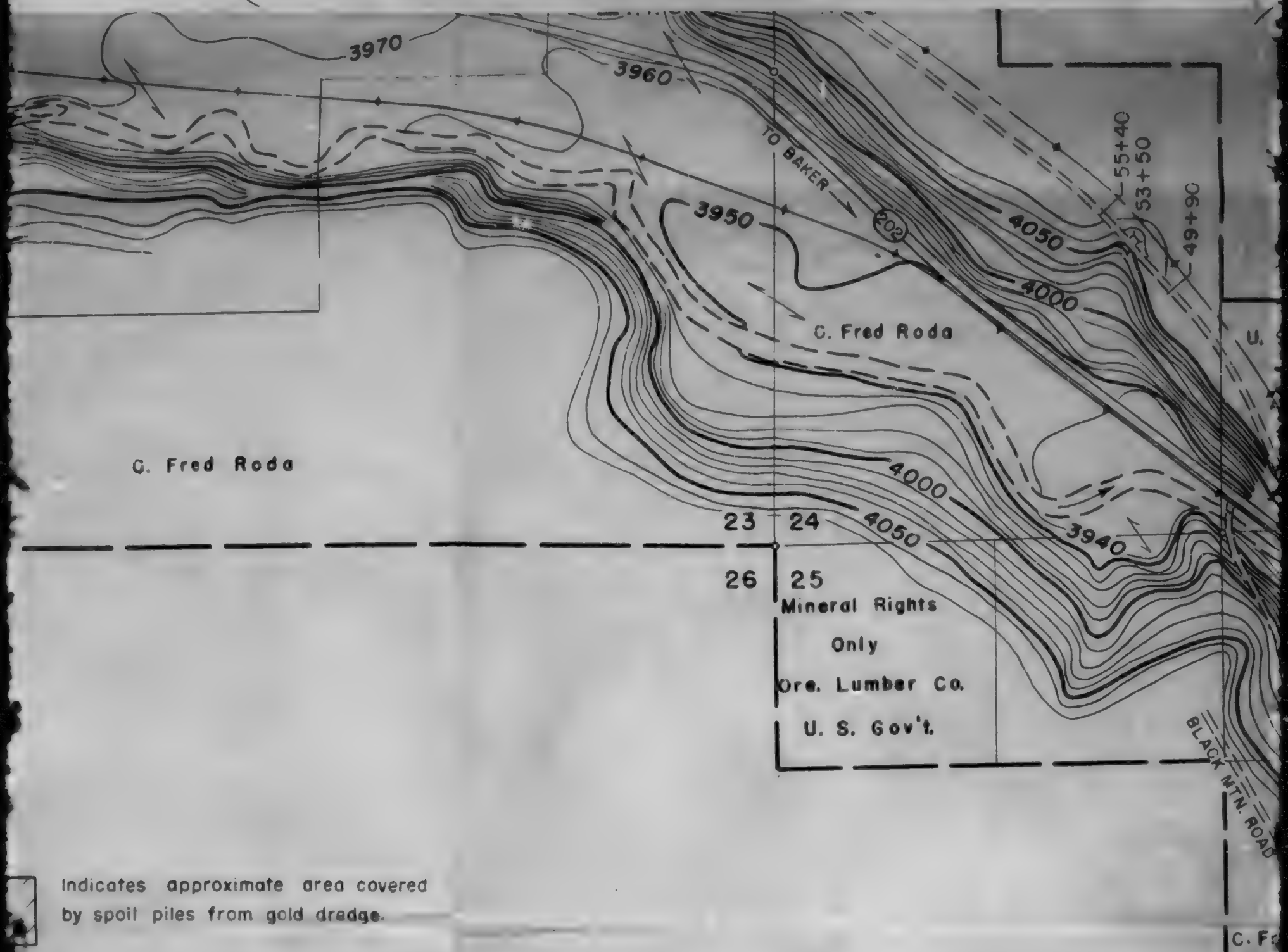
2000 1000 0 1000

SCALE IN FEET

Indico
by sp

T.P. 2

Conto
Crest
Maxim
Uncon
Conse



Indicates approximate area covered by spoil piles from gold dredge.

T.P. 2 Materials Exploration Test Pit

PROPOSED RELOCATION BLACK M
SERVICE ROAD

Contour Interval = 10 Feet

Crest Elev. Proposed Mason Dam ------- 4085.0

Maximun High Water Surface Elev. ------- 4078.6

Uncontrolled Spillway Crest Elev. ------- 4071.0

Conservation Pool Elev. ---------- 3990.0

REVISED APRIL 3, 1958 KNC

PROPOSED RELOCATION BLACK MTN. FOREST SERVICE ROAD

REVISED APRIL 3, 1958 KHC

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

BAKER PROJECT UPPER DIVISION, OREGON

MASON RESERVOIR

DRAWN R.W.C.	SUBMITTED
TRACED R.W.C.	RECOMMENDED
CHECKED	APPROVED
SPOKANE, WASHINGTON OCT. 23, 1952	569-122-62

R.37E.
R.38E.
R.39E.
R.40E.
N
UNION
Wolf Creek
THIEF VALLEY RESERVOIR
NORTH POWDER
UNION CO.
BAKER CO.
NORTH POWDER RIVER
RIVER
30
POWDER
UNIO
BAKE
HAINES
U.P. R.R.
203
BAKER VALLEY
BAKER
P.O.

R.41E. R.42E.

T.4S.

T.5S.

T.6S.

T.7S.

T.8S.

T.9S.

UNION CO.

BAKER CO.

POWDER RIVER

86

GENERAL LOCATION

T.4S.

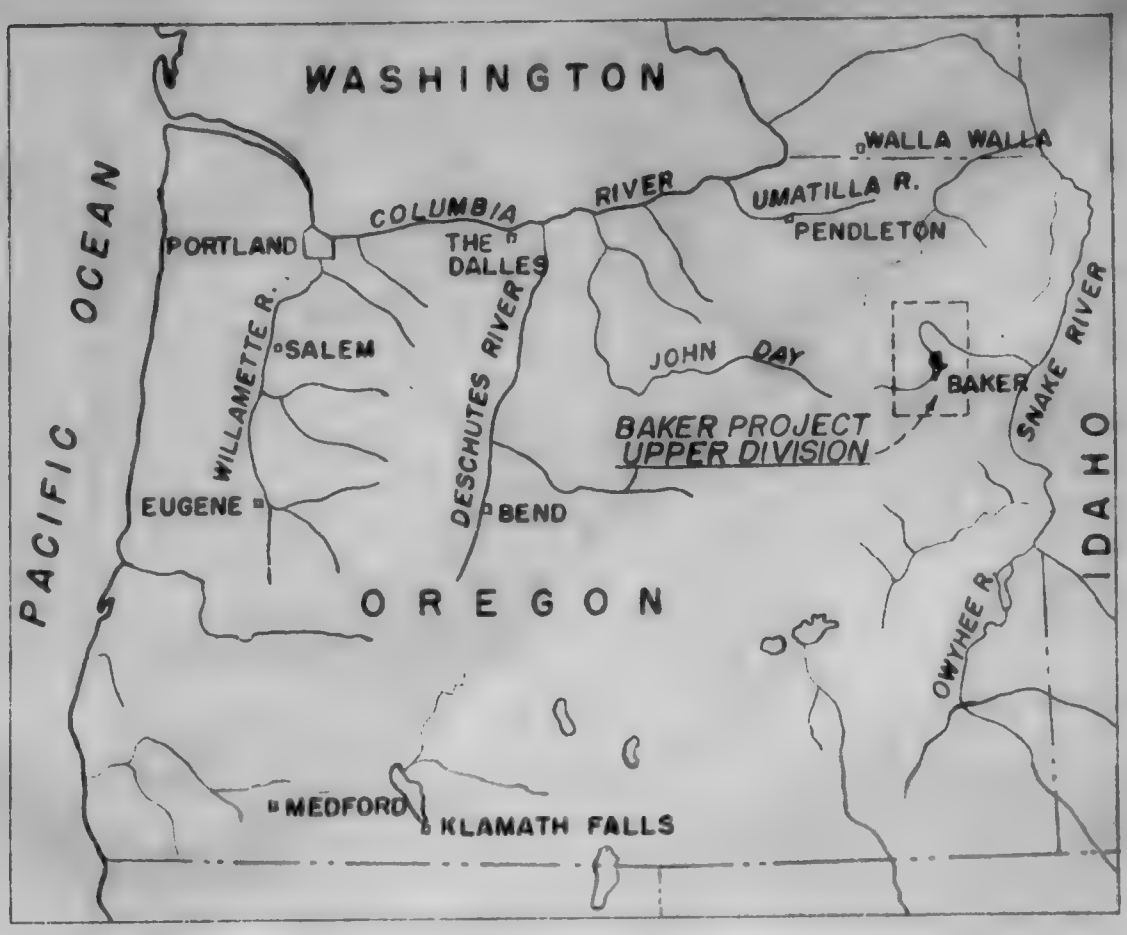
T.5S.

T.6S.

T.7S.

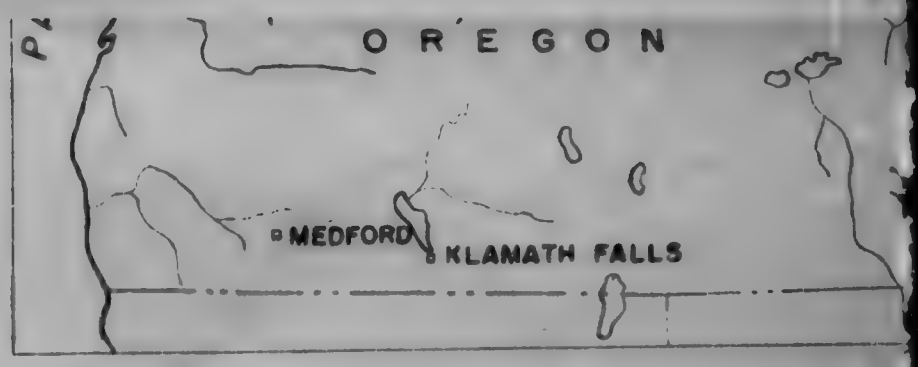
T.8S.

T.9S.



GENERAL LOCATION

Wolf Creek
THIEF VALLEY RESERVOIR
NORTH POWDER
UNION
BAKER
CO.
CO.
RIVER
30
NORTH POWDER
POWDER
HAINES
U.P. R.R.
203
BAKER VALLEY
BAKER
POWDER
PROPOSED MASON RESERVOIR
RIVER
BOWEN VALLEY
U.S.G.S GAGING STATION



GENERAL LOCATION

1 0 5

SCALE IN MILES

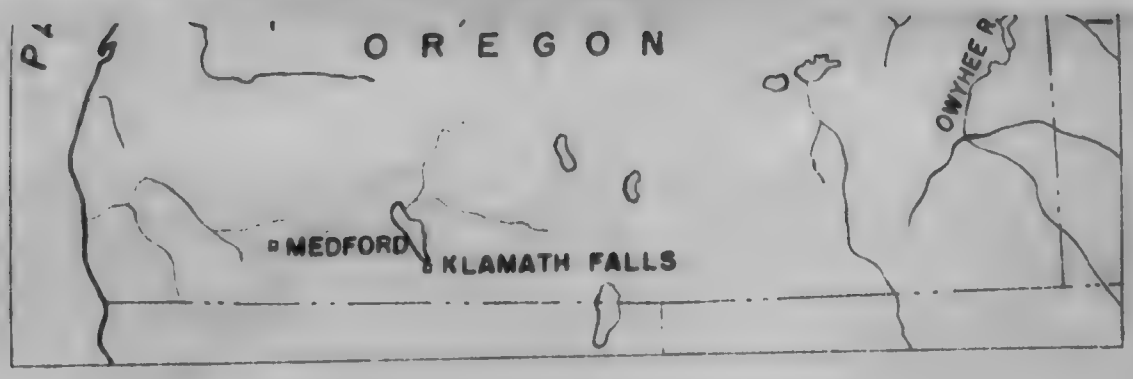
PROJECT

UNITED STATES
DEPARTMENT OF THE INTERI
BUREAU OF RECLAMATION

BAKER PROJECT OREG

UPPER DIVISION

LOCATION MAP



T.6S.

T.7S.

T.8S.

T.9S.

T.10S.

T.11S.

GENERAL LOCATION

1 0 5

SCALE IN MILES

PROJECT AREA

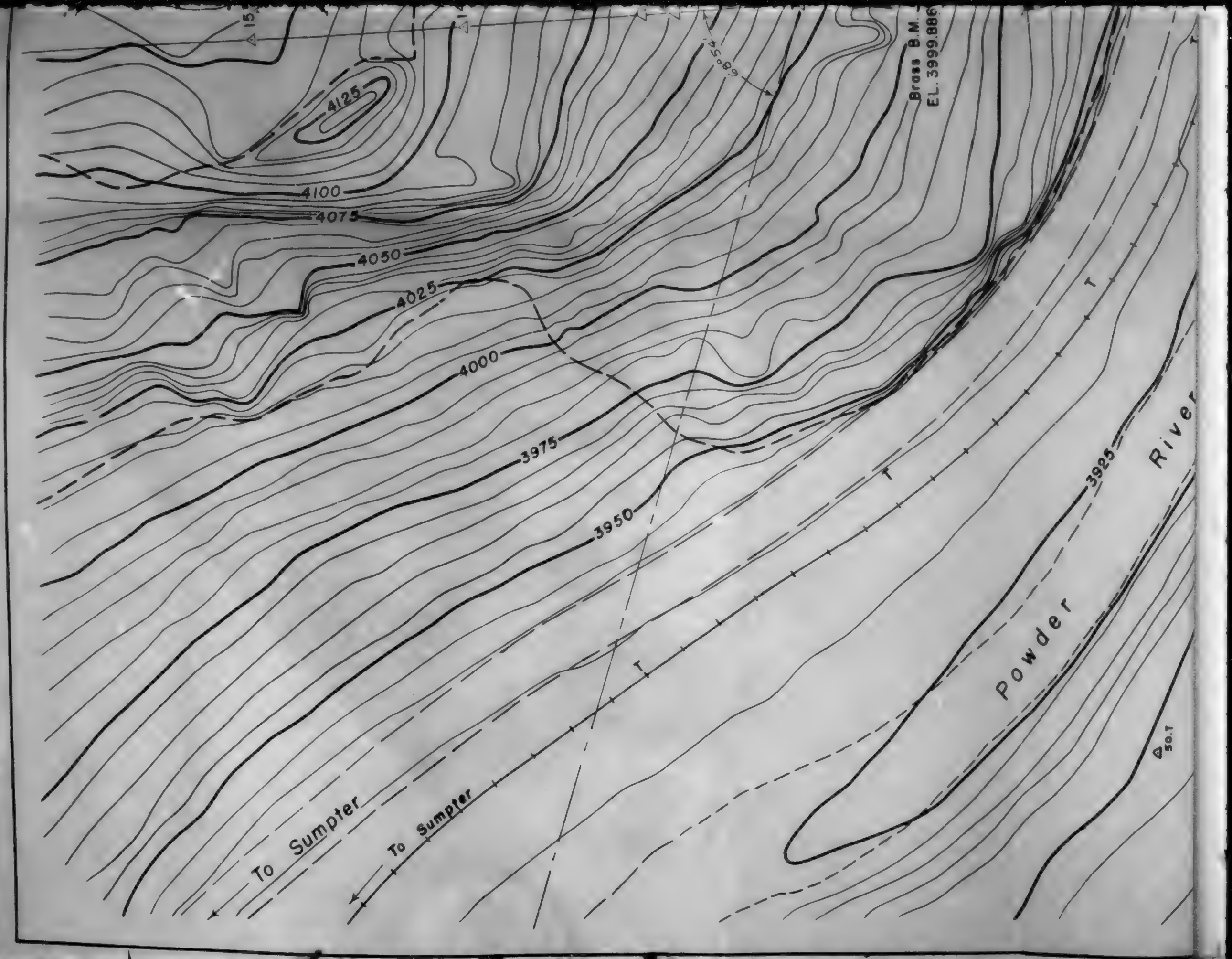
UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

BAKER PROJECT OREGON

UPPER DIVISION

LOCATION MAP

Dwg. No. 569-122-65


15
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Brass B.M.
EL. 3999.886
To Sumpter
To Sumpter
Powder
River

15+00
14+00
13+17.2
13+00
12+38.47
12+00
11+77.34
10+86
10+52.5
7+45.2
6+99.9
5+76.5
B.M.
999.886
4140
4125
4100
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4000
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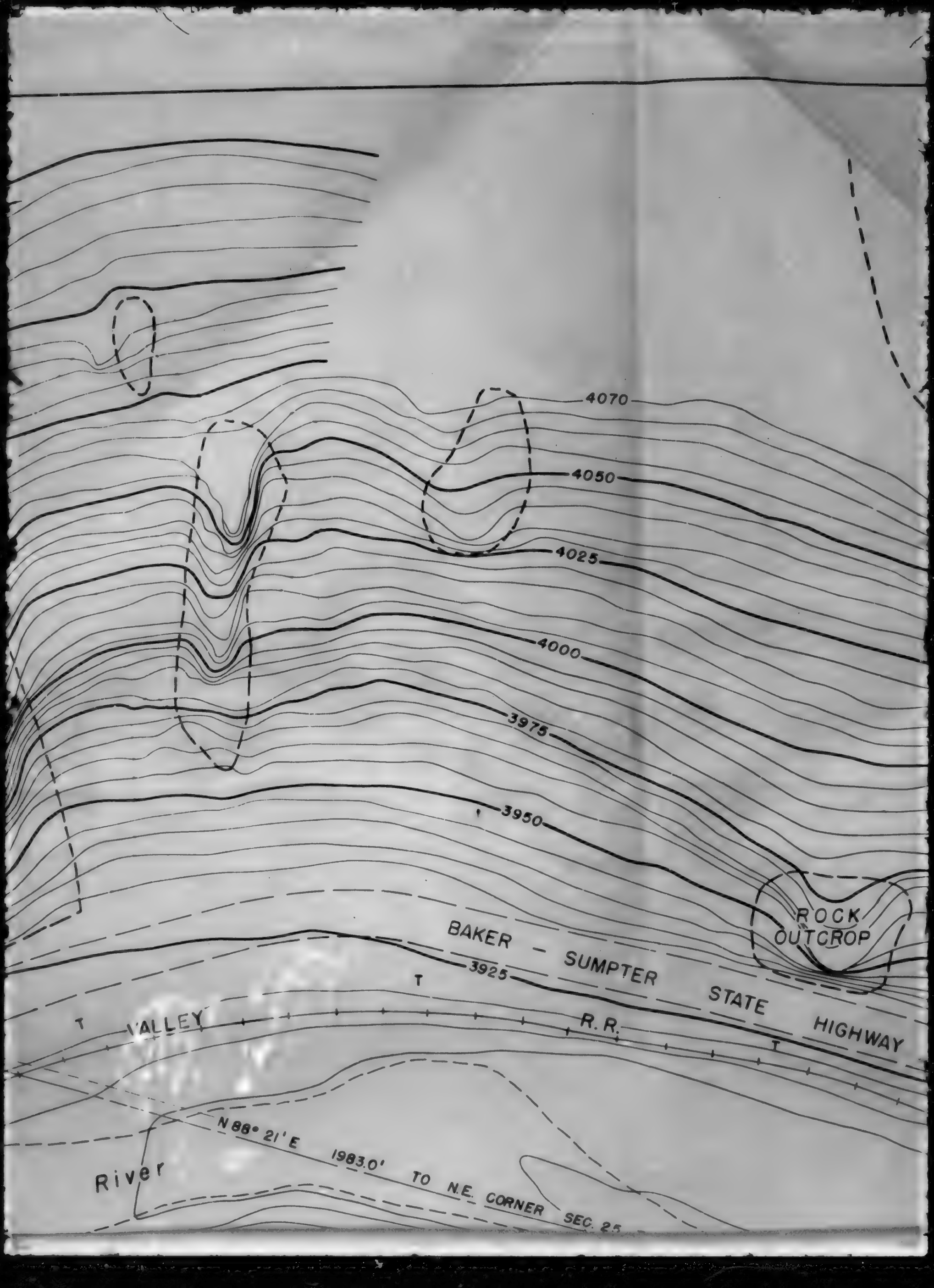
54'
89°43'
N57° 21'E 191.9'
SUMPTER
ROCK OUTCROP
DRILL HOLE NO. 6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BAKER - SUMPTER STATE HIGHWAY
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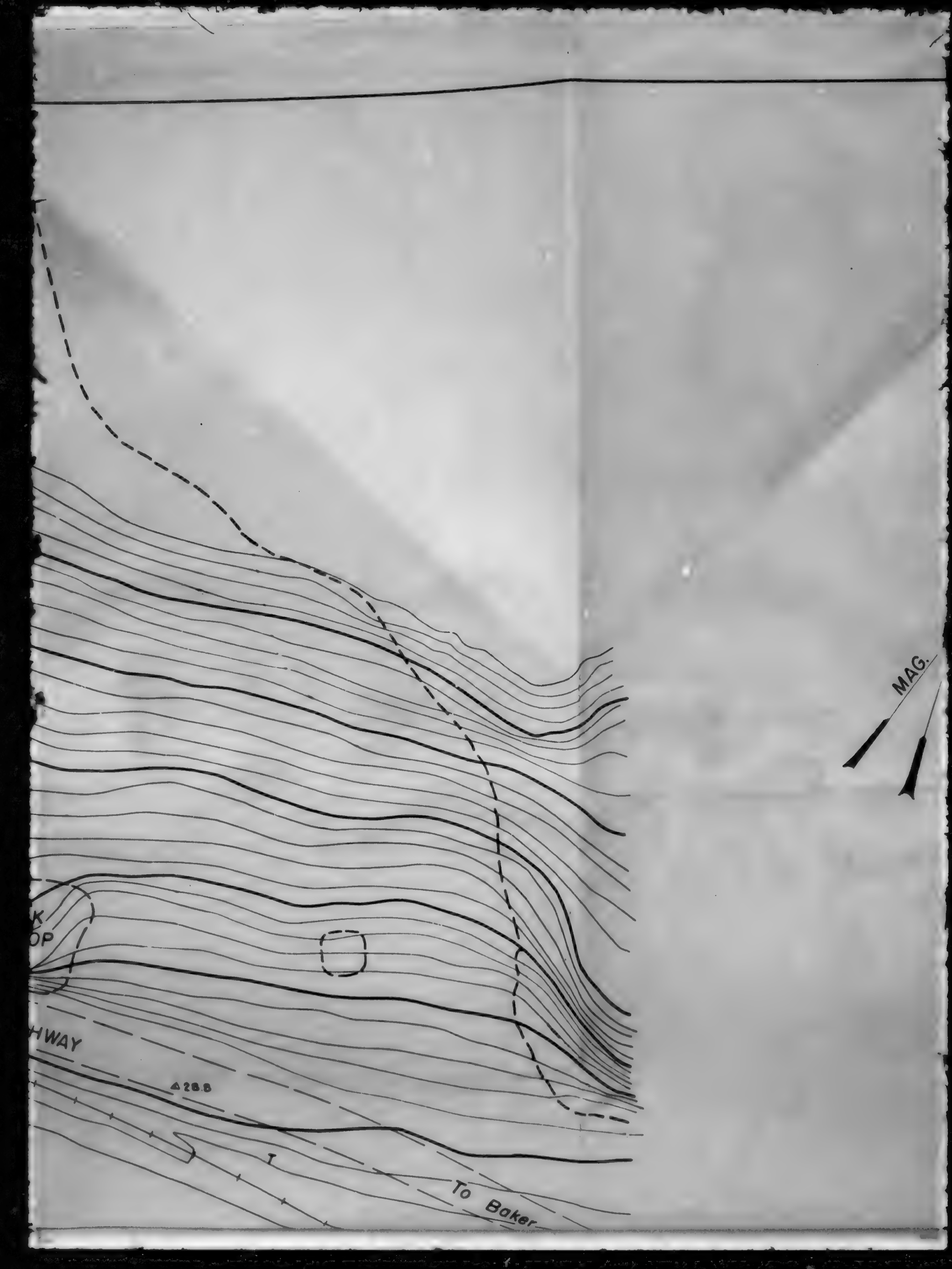
VALLEY
N 88° 21' E 1983.0' TO N.E. CORNER SEC. 25
River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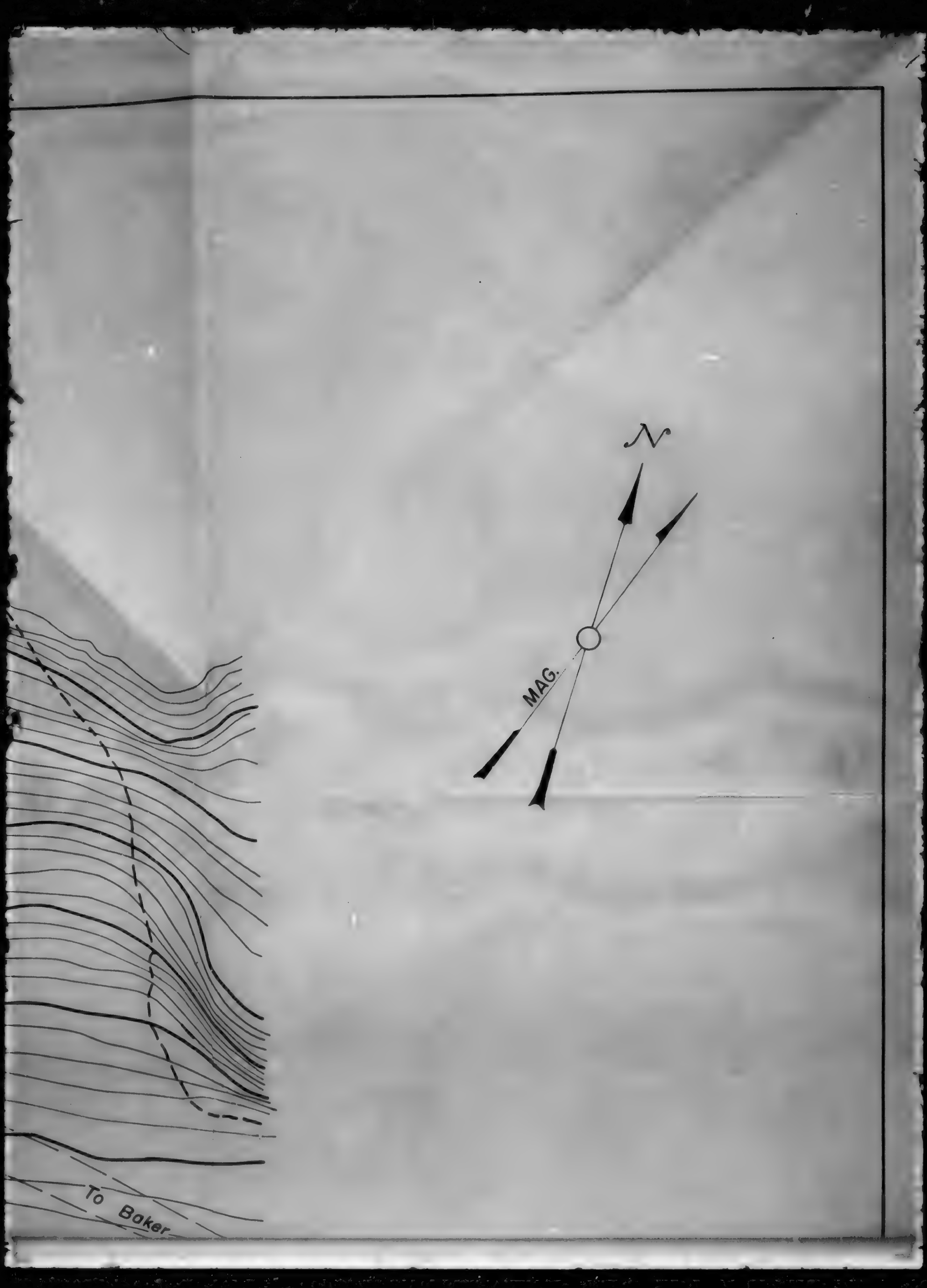
To Baker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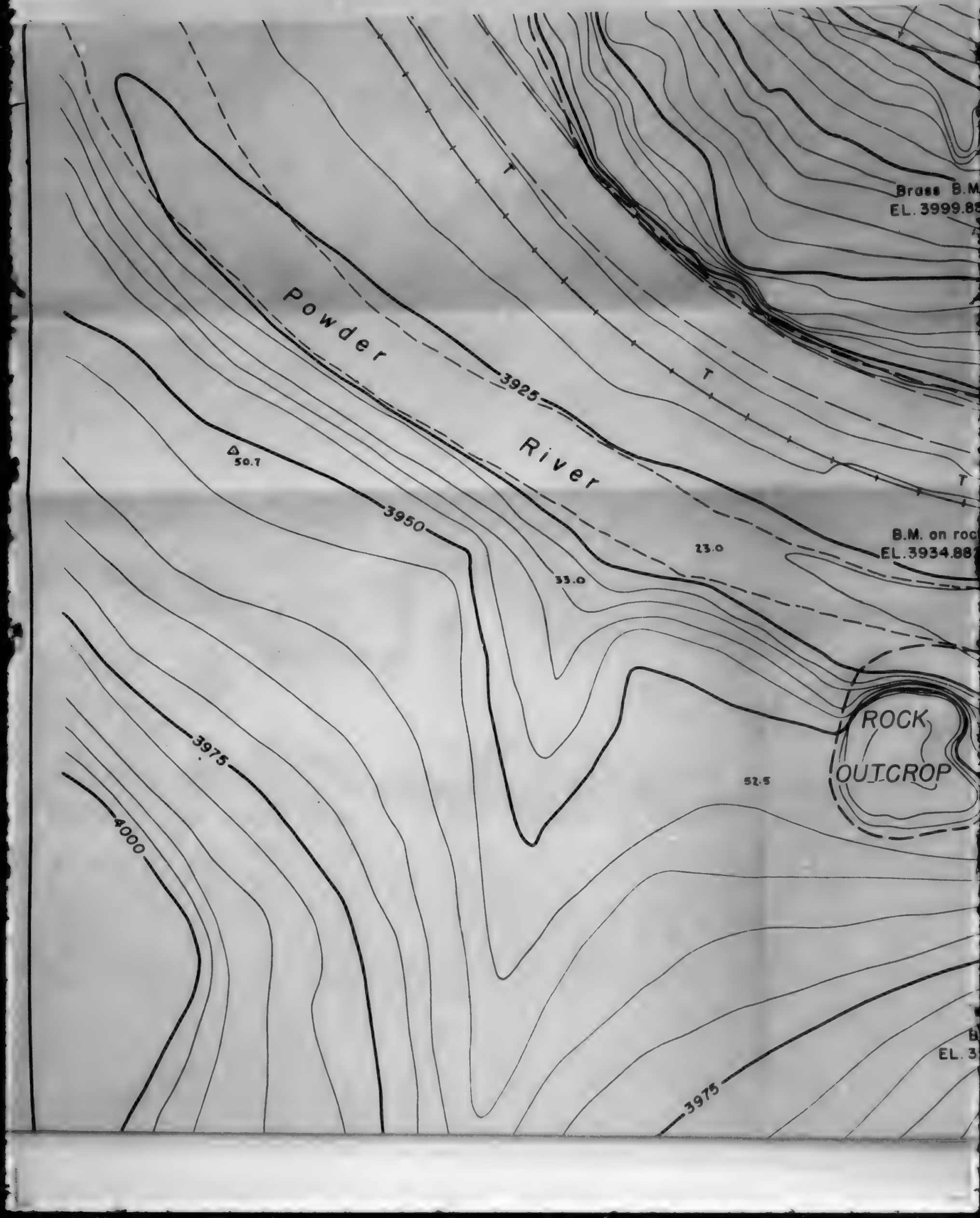
To Baker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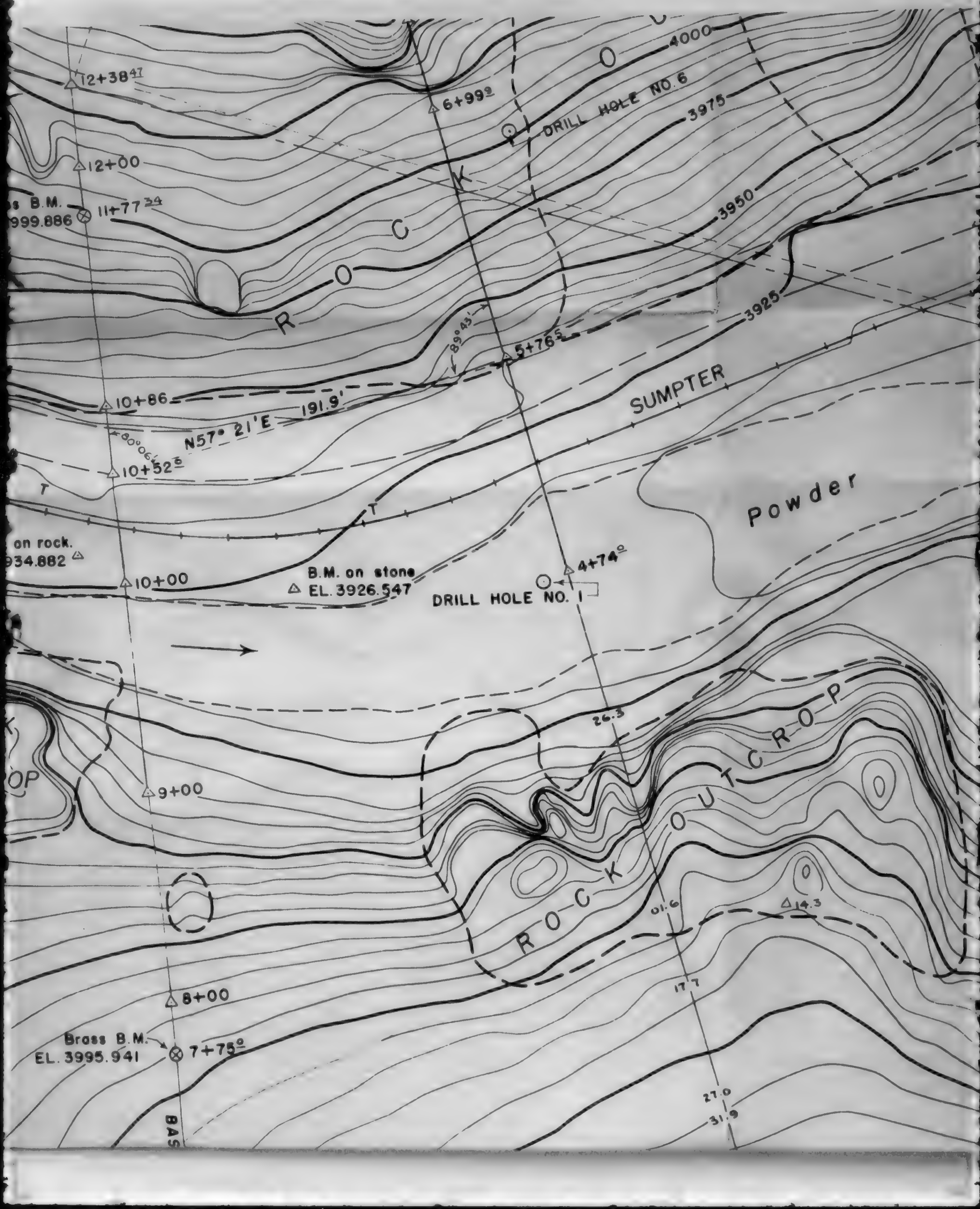
12+38.47
6+99.2
DRILL HOLE NO. 6
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12+00
B.M.
999.886
11+77.34
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ROCK
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89°43'
5+76.5
10+86
191.9'
N57° 21'E
SUMPTER
80°06'
10+52.5
on rock.
934.882
10+00
B.M. on stone
EL. 3926.547
4+74.0
DRILL HOLE NO. 1
Powder
26.3
OUTCROP
9+00
ROCK OUTCROP
01.6
14.3
8+00
17.7
Brass B.M.
EL. 3995.941
7+75.0
27.0
31.9

3950

ROCK OUTCROP

BAKER - SUMPTER STATE HIGHWAY

3925

T

T VALLEY R.R. T

N 88° 21' E 1983.0' TO N.E. CORNER SEC. 25 T.10 S. R.38 E. W.M. OREGON

River

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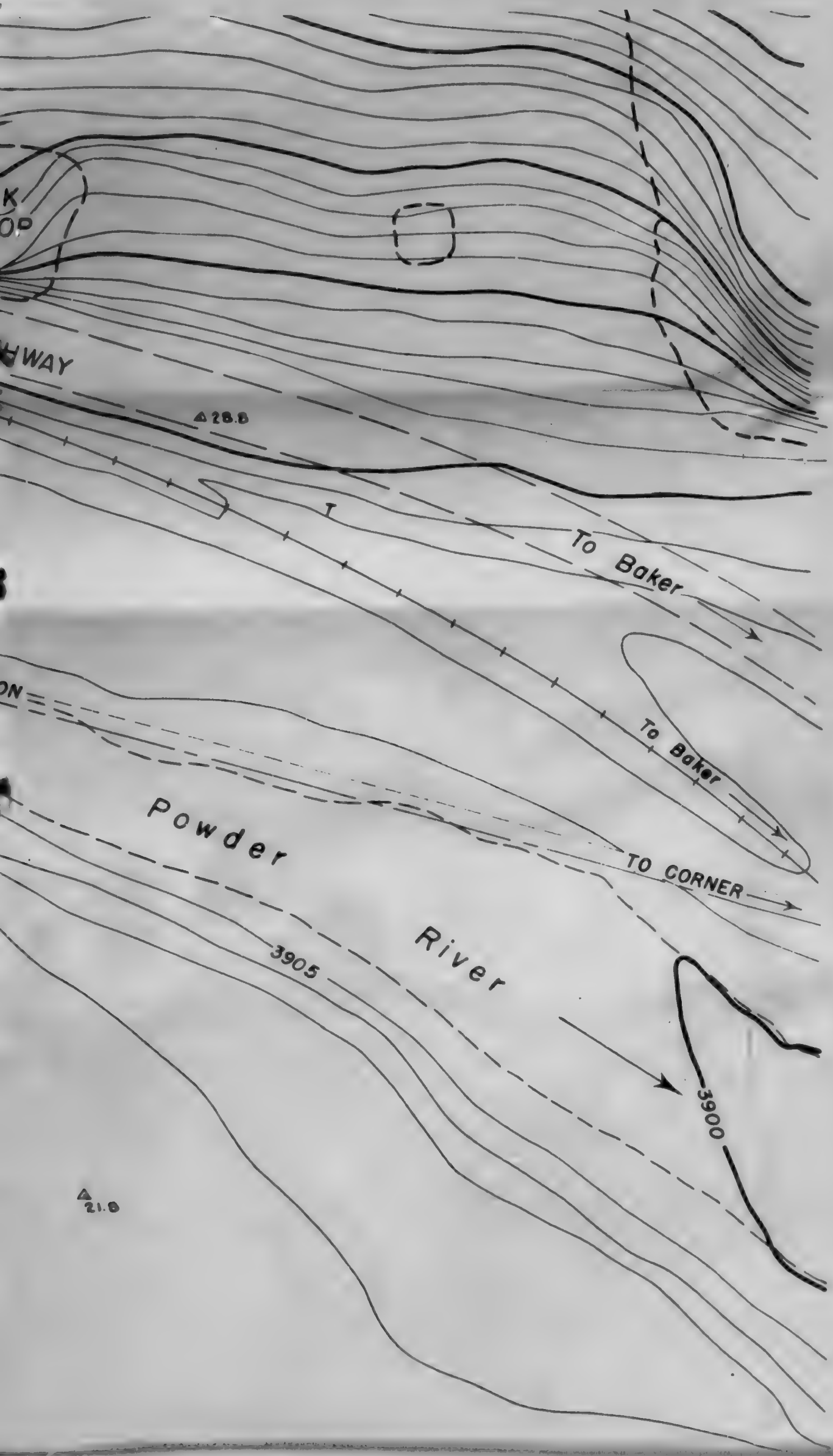
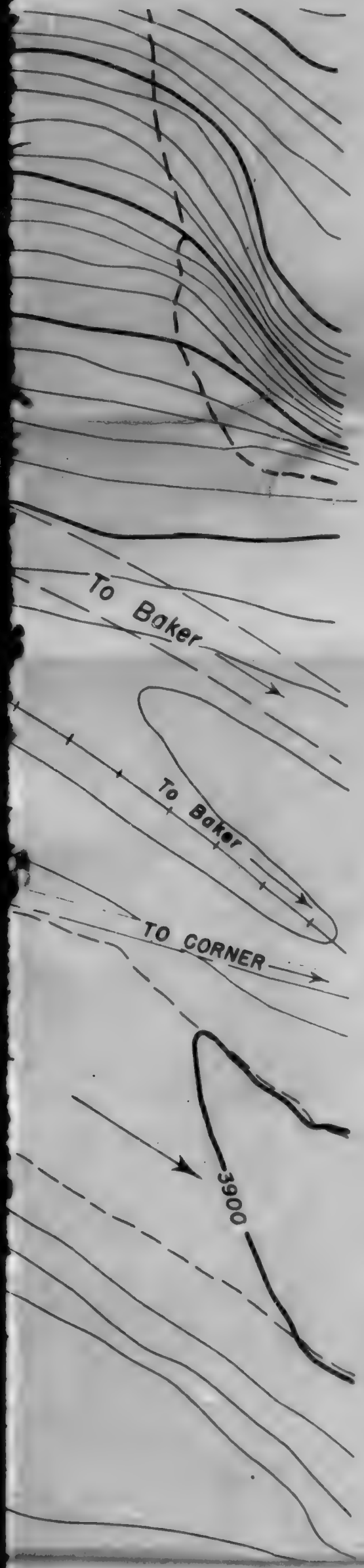


LOCATION IN S

CON

SURVEYED: Nove

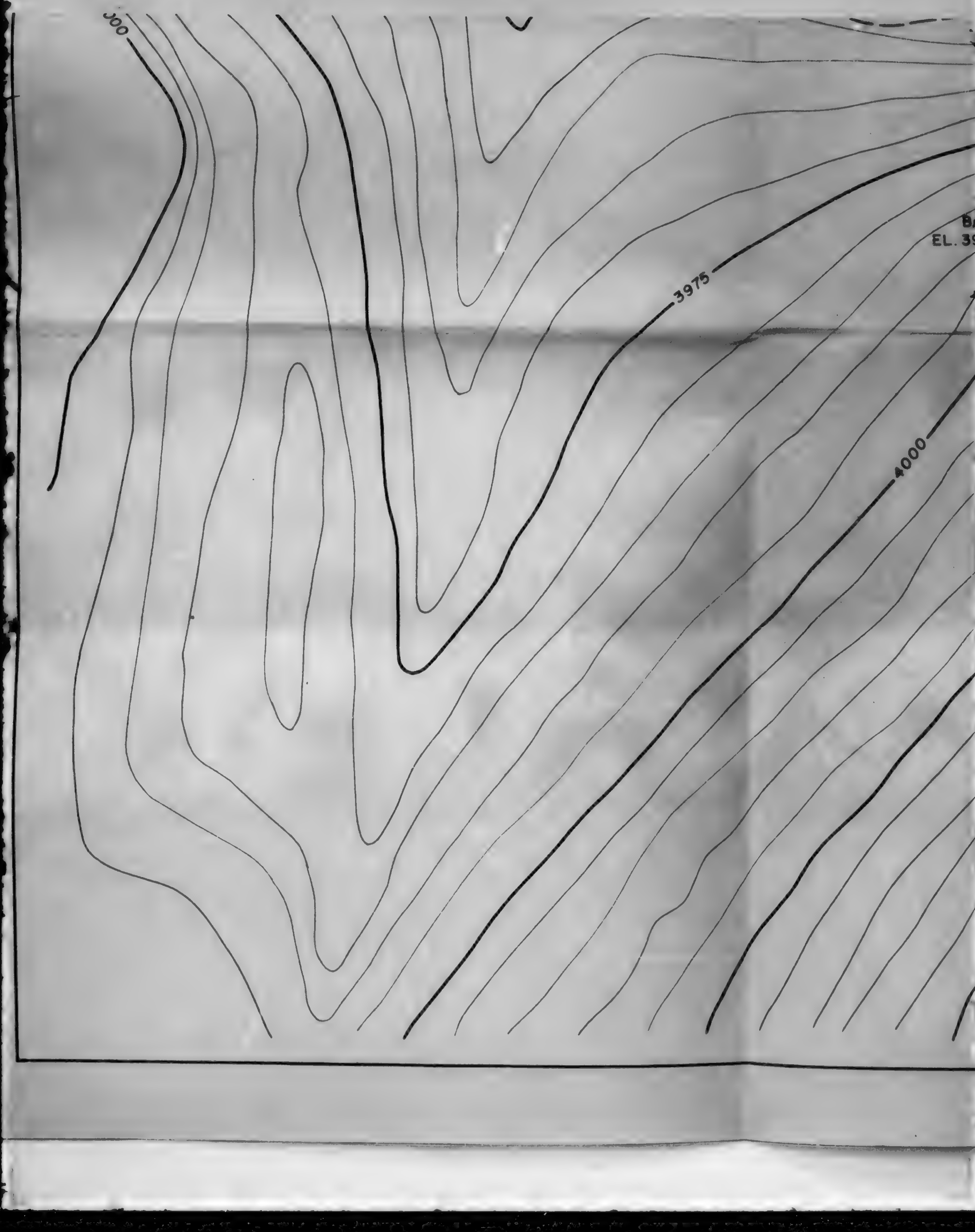
PARTY: Melton,



LOCATION IN S.E. 1/4 SEC. 24 AND N.E. 1/4 SEC. 25
T. 10 S. R. 38 E.

CONTOUR INTERVAL 5 FEET

SURVEYED: November 1933. L.J. Foster, Engr.
PARTY: Melton, Swan, Castle, La Combe, Hoffman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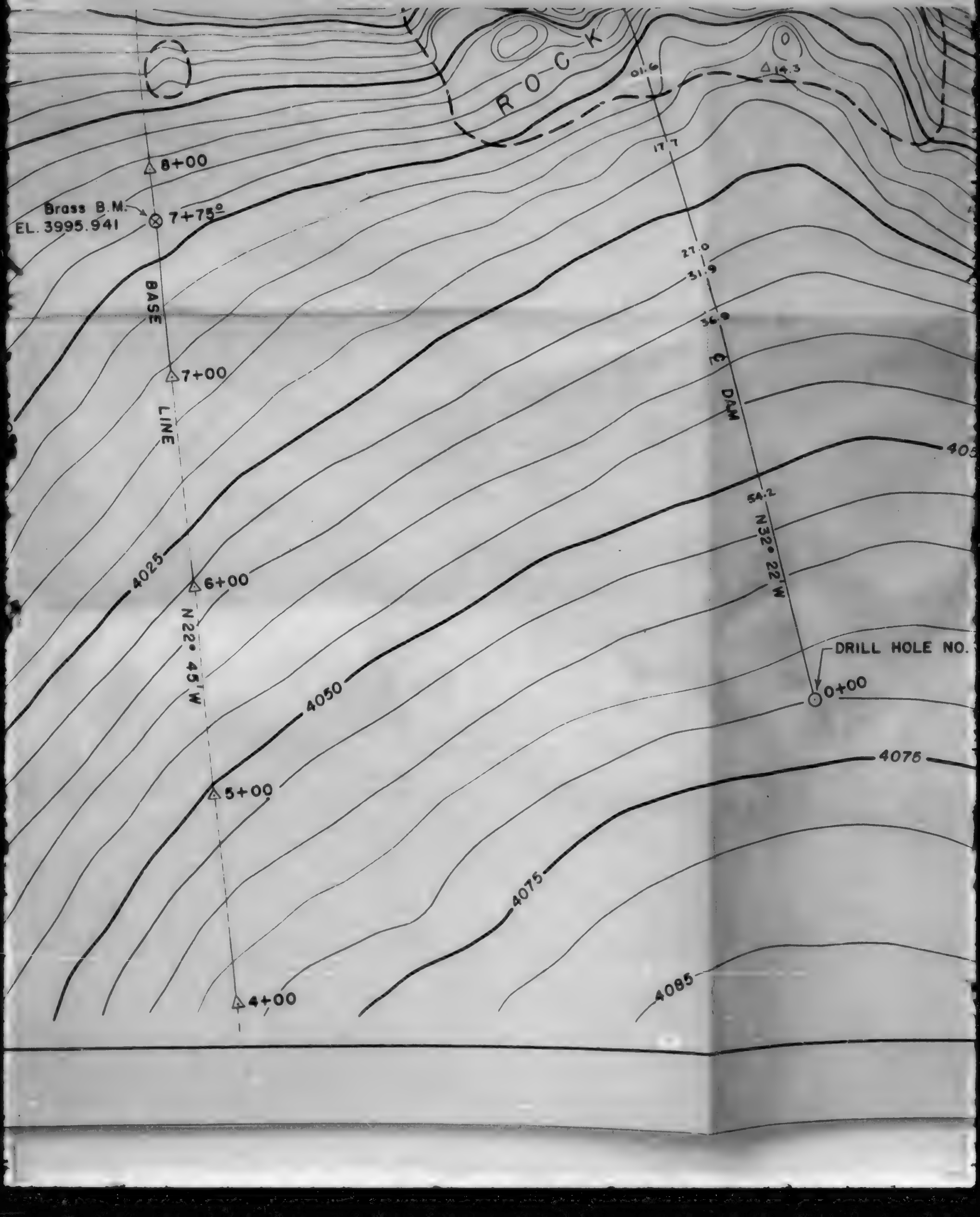
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01.6
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N32° 22' W
DAM
℄
8+00
7+75°
Brass B.M.
EL. 3995.941
BASE
LINE
7+00
6+00
N22° 45' W
5+00
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DRILL HOLE NO.
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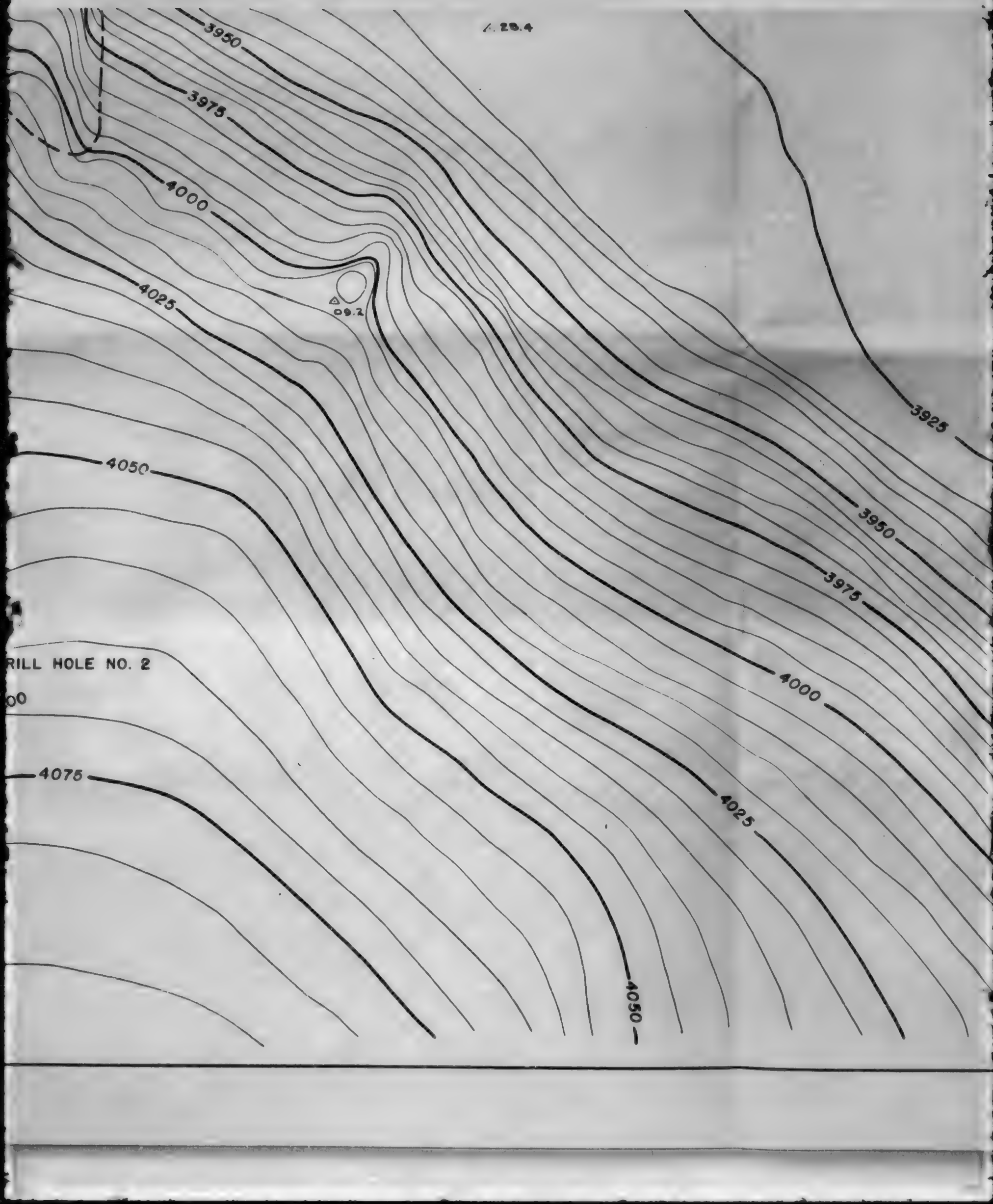
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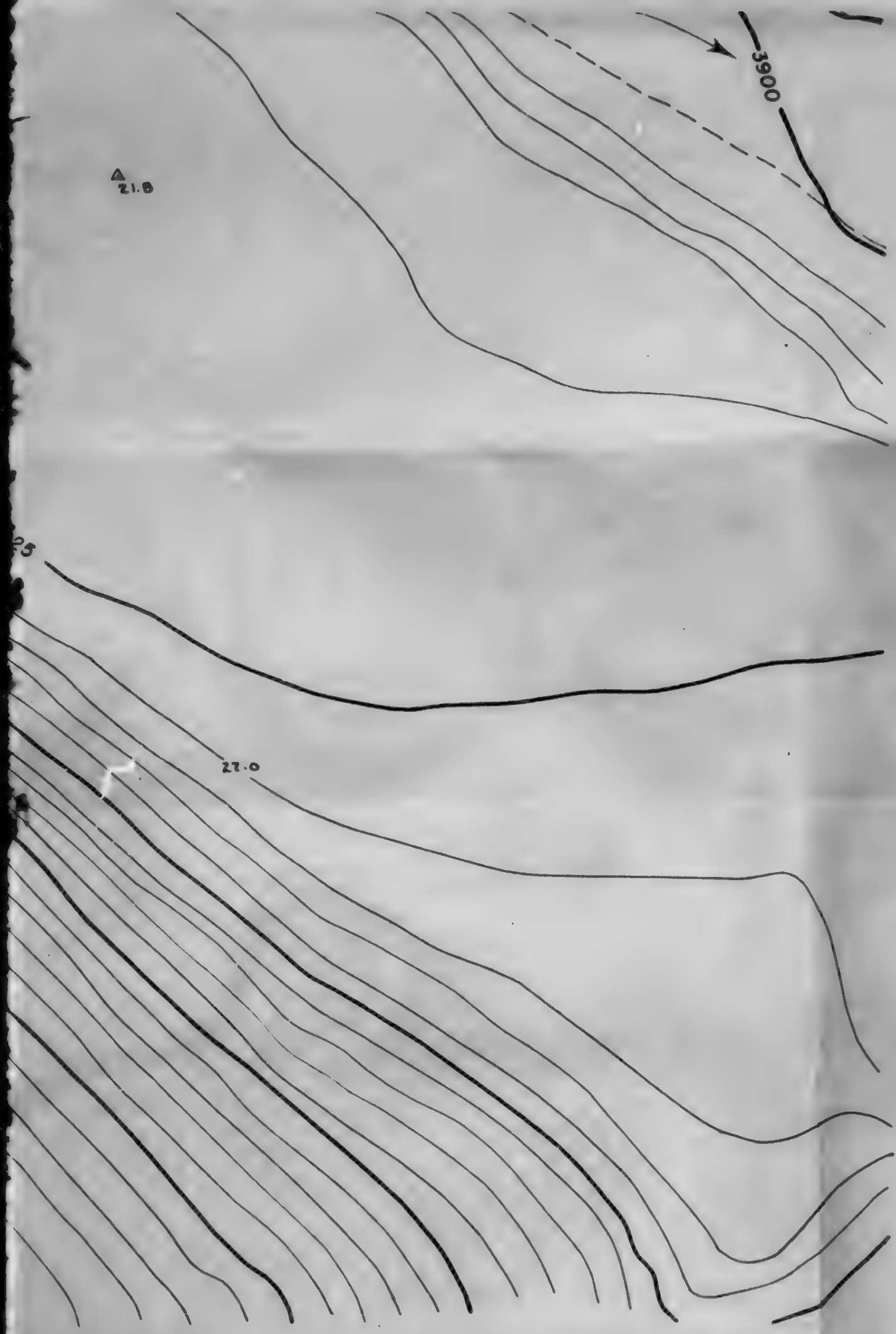
RILL HOLE NO. 2



SURVEYED: N
PARTY: Mell

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UN
DEPARTMENT
BUREAU
BAKER PR
MASON
TOP

DRAWN	SU
TRACED H.K.E	RE
CHECKED	AP
~~5.45 - 20~~	WALLA WALL

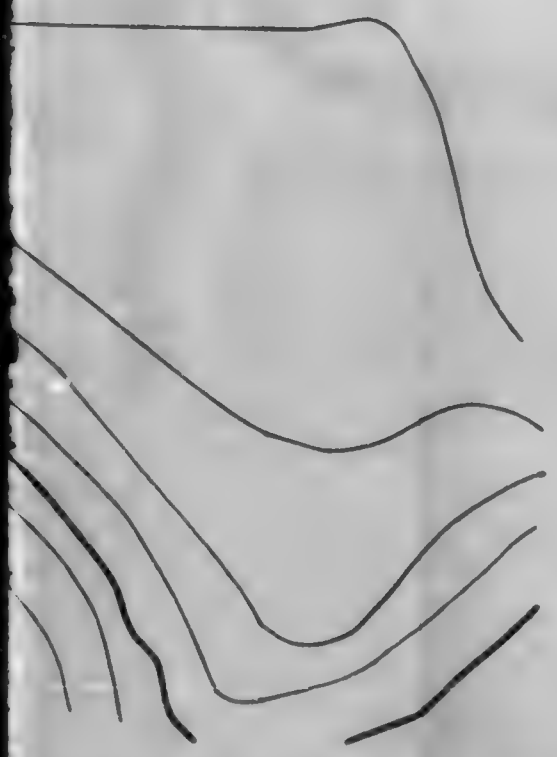
CONTOUR INTERVAL 5 FEET

SURVEYED: November 1933. L.J. Foster, Engr.

PARTY: Melton, Swan, Castle, La Combe, Hoffman

50 0 50 100 150

SCALE IN FEET



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

BAKER PROJECT—OREGON

MASON DAM SITE

TOPOGRAPHY

DRAWN	SUBMITTED
TRACED H.K.E	RECOMMENDED
CHECKED	APPROVED

~~5.45—20~~	WALLA WALLA, WASH. JULY 19, 1948	569-120-20

S-530(1) Punch Bowl Br. over West Fork Hood River, Punch Bowl Rd. 1965

#6598

CYA
2826

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88704

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-23-66	CC 1035		511-1059-997

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

Contract 6598
L-530(1)

Hood River County
PO Box 457
Hood River, Oregon

Att: H. H. Surrah, Dept. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
County advance deposit		20,100.00	
Less amount previously transferred		14,100.00	
Balance advance deposit			6,000.00
County's share of construction cost		17,397.10	
less amount previously transferred		14,100.00	
			3,297.10
To be refunded			2,702.90

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
JAN 14 1966
FOR FILE
S-530(1)
6598

OREGON STATE HIGHWAY DEPARTMENT

January 12, 1966

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer (No.)	( )
Construction Division	( )	Maintenance Division	( )
		(Seeding & Mulching Sec.)	

Project No. S-530(1), Punch Bowl Bridge (Bridge #9330), Contract No. 6598, Prefix 514-1059, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by January 31, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

FH:ed

RECEIVED
JAN 11 1966
FOR FILING

S-530 (1)

6598

January 11, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6598 awarded to Inland Construction Company for the Punch Bowl Bridge on Punch Bowl Road (FAS 323) in Hood River County was completed on October 15, 1965, and accepted by the Highway Commission on January 10, 1966.

Final payment in the amount of $2,631.85 will be released to the contractor after January 18, 1966. The total contract amount is $87,728.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Inland Construction Company
6202 S.E. Harmony Road
Milwaukie, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1966
FOR FILING
S-530 (1)
6598

January 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 15, 1965, on Contract No. 6598. The contract was with Inland Construction Company and was for construction of the Punch Bowl Bridge on FAS Route 323 in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

bg

RECEIVED
JAN 13 1966
FOR FILING

S-590 (1)

6598

December 16, 1965

Inland Construction Company
6202 S.E. Harmony Road
Milwaukie, Oregon

#16

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 30 to October 14, 1965, to complete Contract No. 6598 for the Punch Bowl Bridge on FAS 323 in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm
cc J. F. Putnam
Enrique Rodriquez
Ivan Marchant
L. H. Young
C. H. Matson

RECEIVED
DEC 9 - 1965
FOR FILING
E - 590(1)
6598

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 16
December 14, 1965 meeting

Gentlemen:

Inland Construction Company, contractor on the Punch Bowl Bridge on FAS 323 in Hood River County, Contract No. 6598, has requested that the date of completion be advanced from the specified date of September 30, 1965, to October 14, 1965, without assessment of liquidated damages.

The request is based on delay in delivery of the prestressed beams which prevented completion of the work within the time specified.

This is not a reason within the language of the contract specifications for an extension of time without assessment of liquidated damages.

I recommend that the contractor's request be denied and that liquidated damages be assessed for time after the specified completion date. The work was completed October 13, 1965. This amounts to damages of $1,125 against the contractor.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OCT 15 1965
DIVISION
PM
1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6598 Contractor Inland Construction Co.

Highway Punch Bowl Road FAS 323

Section Punch Bowl Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend contractor be assessed liquidated damages for all time consumed after specified completion date.

Recommended for Approval:

J. W. Lautman
Division Engineer

Ivan V. Marchant
~~Construction Engineer or~~
Bridge Engineer

C. H. Purvine
ASST. State Highway Engineer

State Printing 27939

Contract No. 6598

Project designation FAP S-530 (1)
State-Federal

Date awarded May 24, 1965

Work started June 14, 1965

Per cent completed 100% October 15, 1965

Completion Date: September 30, 1965
~~No. of Workdays Allowed~~

No. of Workdays Used 100% + 15 Calender Days

No. of Added Workdays Requested 14

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 1, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 1st days to Oct. 14th days, within which to complete our Contract No. 6598, without the assessment of liquidated damages. The said contract is described as follows:

Punch Bowl Bridge - Punch Bowl Road - FAS 323 - Hood River County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Inability to secure the prestressed beams - scheduled for delivery August 1st and not received until August 24th.

Note: Structure available for traffic Oct. 1st

Respectfully submitted,

INLAND CONSTRUCTION COMPANY
Contractor

By L. H. Gordon
president

CONSENT OF SURETY

Date October 4, 1965

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L. W. Neff Attorney-in-fact

MANSFIELD & CO.
By Resident Agent

(SEAL)

November 8, 1965

Mr. A. E. Alecrants
Hood River County Executive
Courthouse
Hood River, Oregon

NOTED
DON HARWELL

FAS 323

Dear Al;

In reply to your letter of November 1, 1965, regarding railing on Punch Bowl Bridge, please allow me to review the procedures involved in the planning of an FAS-C project.

When a county first proposes a project, a standard form for the appropriate type project is filled out by county personnel. In most instances someone from this division helps in this task but in every instance these forms are signed by some responsible county official.

Enclosed please find copy of original form for Punch Bowl Bridge, signed by the County Court. You will note that several changes have been made but all changes have been approved and/or requested by both parties involved. Please note question 6, page 1, wherein sidewalks are not requested. In cases where sidewalks are not requested metal railings are not ordinarily placed except by special request.

The railing problem is directly connected with the sidewalks and as this area is strictly a local option, the department would have no reason to question the design request as made by Hood River County.

This division would be most reluctant to express an opinion regarding the existing railing creating a safety hazard. In any event I should think that such opinion would be quite inappropriate as this structure is a county bridge and as such is under direct jurisdiction of Hood River County Board of Commissioners.

I trust the above information will clarify your problem.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm
Encl.

A. E. ALMCRANTS
COUNTY EXECUTIVE

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

November 1, 1965

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon

COY

Dear Mr. Cox:

In response to your letter of October 22, 1965 relative to the railings on the Punch Bowl Bridge in Hood River County we can appreciate the thinking of the State Highway Department pertaining to low railings on bridges opposed to high railings. However, when this matter was brought up before the Board of Commissioners on October 27, 1965 the Board deferred any further discussion until such time as we receive the considered opinion of your department as to the possibility of the existing railing creating a safety hazard and possible liability to the County.

Your early reply will be appreciated so that we can again bring this matter before the Board and any problems can be resolved.

Many thanks for your cooperation.

Sincerely,

A. E. Almcrants
County Executive

AEA/dl

RECEIVED
NOV 2 - 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R.

Jac 323

NOTED
H. S. COX

October 22, 1965

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Mr. A. E. Almcrants
Hood River County Executive
Courthouse
Hood River, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Dear Al;

Your letter of inquiry regarding the railing on the Punch Bowl Bridge has been taken up with the bridge division with the following results.

It was not realized either by this division or by the bridge division that any hazard would exist due to pedestrians on this structure, due to its more or less isolated location. Another reason for the low railing is the constant criticism which is leveled at the bridge division where higher railings are used because the higher rail obstructs the view from moving vehicles.

We are sorry this item was not discovered at an earlier date so that either one of two metal railings, as outlined in the enclosed drawings, could have been attached to the concrete railing under the contract.

As the contract is now completed the only course of action lies in attaching one of the two designs covered in the enclosed drawings. You will find attached an estimate per lineal foot for these respective rails installed.

I trust the above answers your question satisfactorily.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm
Att.

NOTED
V. R. JONES

FAS 323

A. E. ALMCRANTS
COUNTY EXECUTIVE

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

October 8, 1965

NOTED
DON HARWELL

Mr. Si Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

In a check of the Punch Bowl Bridge the Commissioners indicated that the railing was not high enough and possibly constituted a hazard in that kids might walk across the flat top or an older angler may lose balance and fall over. Ironically one Commissioner asked if it wasn't going to have a railing like the West Fork Bridge. I know that the plans call for a standard section like your plans and both bridges have identical railings. So, that solves the matter of being similar. However, I thought as a matter of public relations that you or one of your engineering associates might give me a little back ground as to how these sections were developed and reasons or justification as to safety.

Just another chore but I think the public relations aspect will be appreciated.

Many thanks again.

Sincerely,

A. E. Almcrants
County Executive

AEA/dl

22" Total height
double 4" dia pipe rail

RECEIVED
OCT 11 19..
ENGINEER
COUNTY & CITY DIVISION

Total 480 lin ft Rail

#65F8 STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-189		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 6-18-65	COUNTY
h		Hood River
		PROJECT NO. S-530(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.0 Mi. North of Dee

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-22-65	0.045
*OTHER (Specify)		

FUNDS — Pro Rata: 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,406.00	$ 62,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Eakin

Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xxx A. W. Parsons
(Division Engineer)

By: L. R. Bucklund
L. R. Bucklund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-530(1)

PUNCH BOWL BRIDGE ON FAS ROUTE 323

IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 7, 1965

Type Code X081
Punch Bowl Bridge (Str. No. 9330) Sta. 16+35 to Sta. 18+72) (Cont. No. 6598)

Shoring and Cribbing, etc.	All Required		$ 2,500.00
Structural Excavation	400 cu.yd.	$ 16.00	6,400.00
Structural Excavation Below Elevation Shown	40 cu.yd.	16.00	640.00
Class "A" Concrete (537 cu.yds.)	All Required		50,000.00
65' to 70' Type 3 Prestressed Beams	4 only	1,200.00	4,800.00
70' to 75' Type 3 Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (100,000 lbs.)	All Required		13,600.00
6-inch Standard Steel Pipe	16 lin.ft.	20.00	320.00
			$89,460.00
	10% Engr. & Cont.		8,946.00
	Total		$98,406.00

Length of Project - - - - - - - - - -0.045 mile

Federal Funds -	$62,400.00
State Funds -	18,003.00
County Funds- -	18,003.00
	$98,406.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

June 16, 1965

Hood River County Board of Commissioners
Courthouse
Hood River, Oregon

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
P. S. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,100 for the Punchbowl Bridge Section of FAS 323. Contract No. 6598 has been awarded to Inland Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

FORM S-128X 50M 9-64

RECEIVED
JUN 17 1965
HIGHWAYS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-530(1)

1121

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 16, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Punch Bowl Bridge
Contract No. 6598
Federal Aid Project No.
S-530(1)

Work was started on the above project on June 14, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ja

cc: V. Gallagher
Floyd Query
C.N. Maison
L.M. Young

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84690

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-25-65	CC 931	

CREDIT DISTRIBUTION

511-1055-227

NOTED
R. H. PRANGE

NOTED
DON HARWELL
P. E. Assistant

NOTED
H. S. CO

Hood River County
Courthouse
Hood River, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Board of County Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of advance deposit for the Punchbowl Falls Section, Fas 323. Covered by agreement dated 3-12-64.			
Advance Deposit			20,100.00
Partial transfer of advance deposit			14,100.00
To be retained			6,000.00

RECEIVED
MAY 26 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

Form A-130

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED
P. B. Arensmeier

Section	Punch Bowl Bridge	**Contract No.**	6598 (BR)
Highway	Punch Bowl Road - FAS 323	**F. A. Project No.**	S-530(1)
County	Hood River	**Job Prefix**	514-1059
Kind of Work	Structure - Bridge No. 9330	**Date of Award**	May 24, 1965
Contractor	Inland Construction Company, 6202 S.E. Harmony Road, Milwaukie, Oregon	**Division Engineer**	J.F. Putnam
Specified Work Days	Completion by September 30, 1965	**Resident Engineer**	Enrique Rodriguez

CONSTRUCTION AUTHORIZATION

RECEIVED
MAY 25 1965
ENGINEER
COUNTY & CITY DIVISION

Contract amount	$ 89,460.00
Additional anticipated items:	$
None	

NOTED
R. H. PRANCE

	-0-
Subtotal	$ 89,460.00
Contingencies (4½%)	4,025.70
Construction Engineering (8%)	7,156.80
Subtotal	$100,642.50
Credit for maintenance rock	
Total original construction authorization	$100,642.50

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

NOTED

(Continued on reverse side)

State Printing

Punch Bowl Bridge

Contract No. 6598

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	SHORING CRIBBING ETC	1.000	LUMP SUM	2,500.0000	2,500.00
002	STRUCTURAL EXCAVATION	400.000	CU YDS	16.0000	6,400.00
003	STRUCTURAL EXC BELOW ELEV SHOWN	40.000	CU YDS	16.0000	640.00
004	CLASS A CONCRETE	1.000	LUMP SUM	50,000.0000	50,000.00
005	65 FT TO 70 FT TYPE 3 PRESTR BEAMS	4.000	ONLY	1,200.0000	4,800.00
006	70 FT TO 75 FT TYPE 3 PRESTR BEAMS	8.000	ONLY	1,400.0000	11,200.00
007	METAL REINFORCEMENT	1.000	LUMP SUM	13,600.0000	13,600.00
008	6-INCH STANDARD STEEL PIPE	16.000	LIN FT	20.0000	320.00
					89,460.00

INLAND CONSTRUCTION CO
MILWAUKIE 22

RECEIVED
JUL 12 1965
FOR FILING

A-530(1)
6595

May 24, 1965

Inland Construction Company
P. O. Box 570
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for the Punch Bowl Bridge over the West Fork Hood River on the Punch Bowl Road in Hood River County for the sum of $89,460 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6595.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

May 19, 1965

Hood River County Board of Commissioners
Courthouse
Hood River, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On May 18, a satisfactory bid was received from the Inland Construction Company of Milwaukie for constructing the Punchbowl Bridge Section on FAS 323. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$ 89,460.00
12-1/2% Engineering & Contingencies	11,182.50
Estimated Total Cost	$100,642.50

County Advance Deposit:
20% of $100,642.50 = $20,128.50 or say $20,100.00

Please make this advance deposit in the amount of $20,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
H. S. COX

Verne R. Jones
Planning Engineer

VRJ:eb

NOTED
V. R. JONES

RECEIVED
MAY 17 1965

MISC. CONTRACTS and
AGREEMENTS No. 2826

5-3-33 (1)
6-5-98

Salem, Oregon
May 6, 1965

Construction-Finance Agreement
Punch Bowl Bridge
FAS 323, Hood River County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Division

Attached is a partially signed copy of a construction-finance agreement with Hood River County covering construction of the Punch Bowl Bridge on FAS 323 in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Secretary

FH
Attach: 1

65-4(12)

~~February 19, 1965~~
2-23-65

NOTED
H. S. COX

TO: Hood River County Board of Commissioners
Courthouse
Hood River, Oregon

NOTED
R. M. ALLISON

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Second copy is for your records.

NOTED -
DON HARWELL

Highway FAS 323, Punchbowl Road

Section West Fork Hood River Bridge (Punchbowl Bridge)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

2-23-65
(date)

By W. H. Lueselau

By [signature]
Commissioner

By Jerry Poulson
Commissioner

RECEIVED
FEB 25 19[illegible]
ENGINEER
COUNTY & CITY DIVISION

Copy to Young

FORM E-801—50M—7-64 SP*6230-784

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. M. ALLISON

NOTED
DON HARWELL

Salem, Oregon

January 13, 1965

SUBJECT: Punchbowl Bridge over West Fork
Hood River FAS 323
Bridge No. 9330

To:

Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

NOTED
H. S. COX

NOTED
P. B. Arnesmeier

RECEIVED
JAN 13 1965
ENGINEER
COUNTY & CITY DIVISION

Attached is preliminary plans for Bridge No. 9330 on which Mr. Sharrah is going to ask that the 20' slab span shown at the west end be replaced with a U abutment and the reason for this is that; First, the footings are setting up on a fill when solid rock is shown 10' below the present footing. Secondly, he would like to have this bridge constructed so that the bridge can be built and the fills placed after the bridge is completed. He believes that he will have considerable maintenance trouble due to the settlement of the fills and it was my own suggestion that we could design a U abutment for this west end of the bridge particularly as we have the east end of the bridge on an abutment founded on solid rock.

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm
Attached

cc: Mr. H. S. Cox ✓

RECEIVED
JAN 13 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

W. Fork
Fas 323

MEMO TO [redacted] Punchbowl Bridge Date: 12/28/64

FAS 323, HOOD RIVER COUNTY

TERMINI: **Bridge over West Fork of Hood River 1.0 mile north of Dee.**

PROPOSED WORK: **Construct an R.C.D.G. bridge.**

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

PROJECT LENGTH: **0.045 mile.**

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$100,000	$60,000	$20,000	$20,000	(County)

EXISTING FACILITIES: **Steel thru truss bridge 170 feet long and 15'5" wide. Vertical clearance 13 feet.**

ADJACENT SECTIONS:

NORTH/[redacted] END: **20' bituminous surface, 4' crushed stone shoulders, to be constructed by county.**

SOUTH/[redacted] END: **20' bituminous surface, 4' crushed stone shoulders, to be constructed by county.**

PROJECT DATA: **Construct an R.C.D.G. bridge 237' long and 28' wide on new alignment. There is no economical way due to the narrow confines of the rock gorge at this site to reduce the 28° curves at either end of the structure. The county will construct roadwork in connection with structure.**

RIGHT OF WAY: **100' minimum.**
ACCESS CONTROL: **None.**

RR XING: **None.**
MINIMUM DESIGN STANDARDS: **See above.**

SYSTEM ACTION: **None required.**
PUBLIC HEARING: **None required.**

UNUSUAL OR COMPLICATED SITUATIONS: **None.**

ROUTE DATA: **Some orchard land and timberland in mountainous terrain. Farm to market, recrational and log hauling.**

NOTED
V. R. JONES

FORM E-90 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 14, 1964

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: West Fork Hood River Bridge
FAS ~~325~~ → 323
Punchbowl Road
Hood River County
Bridge No. 9330

To:

Mr. H. S. Cox
County/City Engineer
O F F I C E

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

Attached are three prints each of Drawing Nos. 19933, 19934, and 20458, which are the vicinity maps and preliminary plan and elevation of the subject structure. On Drawing No. 19933 we have shown in red pencil the proposed location of the new structure. Also, on Drawing No. 20458, the plan and elevation of this structure is shown, along with the grade lines and typical section.

The cost of this bridge is estimated to be $90,000.

Will you please send two sets of these prints to the County, requesting that they return one with their approval and comments noted thereon.

Theo. C. Roake

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

2 Copies delivered by hand 12-15-64

RECEIVED
DEC 14 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. P. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

NOTED
P. B. Ansmuter

Section PUNCH BOWL BRIDGE Highway F.A.S. 323 County HOOD RIVER Prefix 514-16

Res. Engr. O. A. STARKEY Approx. Length 0.2 Miles. Sta. _____ to Sta. _____ Date 12-10-54

Truck A.D.T. 5 Traffic Coefficient 5.6 18 kip e.a. per day 3.5.

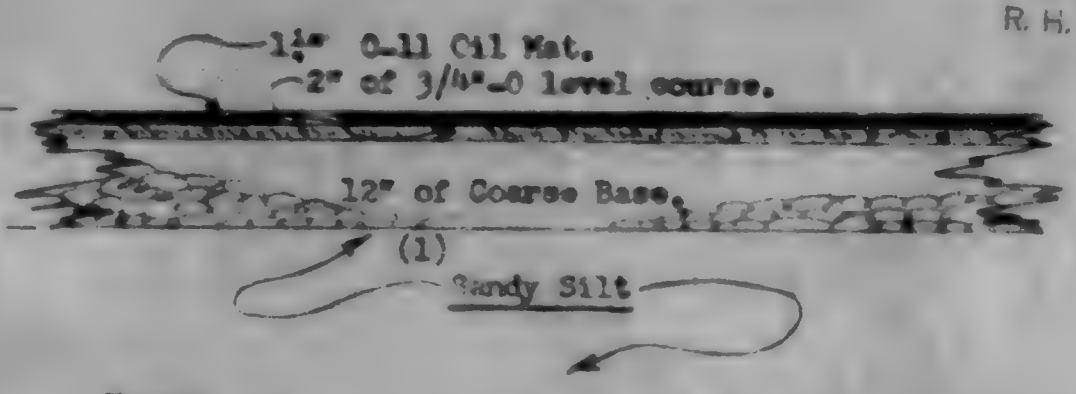
Annual Precipitation 40"± Frost Penetration 26"±.

(1)
Typical Soil
40 LL
5 PI
99 %P 10
61 %P200
2 %Gravel
5 %C Sand
32 %F Sand
54 %Silt
7 %Clay
30 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-5 (5)

MATERIAL SOURCES:
To be provided by Hood River County.

NOTED
R. H. PRANGE



Note:
Surfacing Thickness Design provided to assure ample subgrade width. State participation is to prepare plans, specifications and estimates for the replacement of an existing bridge. Hood River County will grade and surface the approaches.

	CBR Total Req.	Credit	Actual Thick.	
		1½	1½	(0.3 CBR)
		2	2	Level
		12	12	Pass
	15½	15½	15½	

NOTED
R. M. ALLISON

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
[illegible] (2)

NOTED
V. R. JONES

Submitted by J. W. Garbong / Recommended by O. A. Wheeler
Staff Assistant Engineer of Materials

Recommended by O. F. Parker Approved by R. H. Prange
Construction Engineer Asst. State Highway Engineer

SECTION: PUNCH BOWL BRIDGE

HIGHWAY: F.A.S. 323

COUNTY: HOOD RIVER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 100 (Total)

B. Future ADT 180 (Total)

C. Mean ADT 120 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 9 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 4.5% x (C) 120 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$ where K = 4.66

= 5.6

SECTION: PUNCH BOWL BRIDGE

HIGHWAY: F.A.S. 323

COUNTY: HOOD RIVER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made - See Remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Generally Oil
7. **Stage Construction:** Not a consideration
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not a problem
10. **Stimulation of Competition:** See Item 12
11. **Construction Consideration:** Not a problem
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** County prefers an Oil Mat.
13. **Traffic Safety:** Not a problem
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Not a problem

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.2 mi.) section. Hood River County prefers an oil mat and will do the grading and surfacing for the approaches.

COPY SENT TO WALT WRIGHT ON 2/26, 5

FAO 323 Hood RCo

RECEIVED
DEC 4 1964
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

12-2-64

Attention: County and City Relations Division

Subject: Federal Aid Project No. FAS 323

Highway No. _____

Name of Project Punch Bowl Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. [redacted].

Dated at Hood River, Oregon, this 2nd day of December, 1964.

Hood River County Court

Harris A Higgins
Judge

Earl A. Moore
Commissioner

J. R. Wirick
Commissioner

NOTED
V. R. JONES

*NOTE: Certify either paragraph 2 or 3.

November 25, 1964

65-2(9)

Hood River County Court
Courthouse
Hood River, Oregon

TO:

Attention: Mr. George Frey, County Engineer

NOTED R. H. PRANGE

NOTED H. S. COX

NOTED R. M. ALLISON

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

NOTED P. B. Arensmeier

NOTED DON HARWELL

Highway Punch Bowl Road (FAS 323)

Section Punch Bowl Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Dec 3, 1964
(date)

By Harris A. Tobiason

By Earl A. Moore
Commissioner

By J. R. Wirick
Commissioner

RECEIVED
DEC 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED V. R. JONES

copy to Yung
12-4

RECEIVED
MAY 13 1964
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1964

SUBJECT: OPTIONS
West Fork Hood River Sec.
Punch Bowl County Road
Hood River County

To: Mr. H. S. Cox
County-City Engineer
Highway Building

L

NOTED
DON HARWELL

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with West Fork Hood River Section of the Punch Bowl County Road in Hood River County.

Please return a signed or conformed copy of each option to the State Highway Department, Right of Way Section so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 4 prints of map No. 8B-30-16 covering this area and bearing our date of May 7, 1964.

File No.	Name	Area
36894-A	Edward Hines Lumber Co.	2.2 Acres
36894-B	Pacific Power & Light Co.	0.54 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
enc. 2 Options

cc: Dean Swift
Harold Brainerd

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
April 23, 1964

Punch Bowl Bridge
FAS 323
Hood River County

NOTED
P. B. Arensmeier

Mr. J. E. Morelock

O F F I C E

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
V. R. JONES

The survey data for the subject bridge has been inspected and found to be in accord with the project requested by the County and as approved by the Highway Commission.

The 28° curves at each end of the bridge are substandard as 24° is the maximum under the "F" classification. It is suggested that the alignment be modified to ~~comply to~~ Meet the standards and this might ~~may~~ be achieved by eliminating the spirals on these curves and this would probably simplify the design of the bridge as it could be on tangent. If this plan is impractical, this division should be furnished a statement that can be used in securing a variance from the Bureau of Public Roads for substandard alignment.

Verne R. Jones
County & City Planning Engineer

VRJ:eb
Att.

cc: Ivan Merchant

Fa. 323
Klaver P. Co

NOTED
H. S. COX

NOTED
P. B. Arensmeier

3-11-64

NOTED
R. M. ALLISON

Prefix No. 514-1463

ADDENDUM "A" TO LOCATION PROSPECTUS
WEST FORK HOOD RIVER BRIDGE SECTION
FAS 323, PUNCH BOWL ROAD
HOOD RIVER COUNTY

NOTED
DON HARWELL

The following prospectus is submitted to revise and correct the prospectus on the West Fork Hood River Bridge Section.

PARAGRAPH 1 THROUGH 7: Correct as per original prospectus.

PARAGRAPH 8: Delete the first sentence and replace with the following: "Horizontal clearance of 28 feet with no sidewalks." Remainder of paragraph is correct as per original prospectus.

PARAGRAPH 9 THROUGH 14: Correct as per original prospectus.

ATTACHMENT: Correct as per original prospectus.

NOTED
R. H. PRANGE

March 11, 1964
cc Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 13 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier
NOTED
R. H. PRANGE
NOTED
R. M. ALLISON
NOTED
H. S. COX
NOTED
DON HARWELL

Prefix No. 514-1463

LOCATION PROSPECTUS
WEST FORK HOOD RIVER BRIDGE
FAS 323, PUNCH BOWL ROAD
HOOD RIVER COUNTY

HIGHWAY: Punch Bowl County Road. Federal-aid Secondary No. 323.

TERMINI: The bridge is located approximately 1.3 miles north of the junction of Hayes Road and the Hood River Secondary Highway on Punch Bowl Road.

LENGTH: Approximately 0.2 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge. Grading and surfacing of the bridge approaches will be done by the County. Soils and foundation explorations will be conducted. Reconnaissance and an economic analysis are not needed. It will not be necessary to tie this project to the Lambert Grid System. This project is to be constructed with 1965 FAS-C Funds.

CHARACTERISTICS: Existing ADT 100, projected ADT 170.

STANDARDS: Class "E", maximum grade 6 per cent, maximum curvature 18 degrees.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

BRIDGE: Horizbntal clearance of 26 feet with no sidewalks. County-owned girders are to be incorporated into the structure. The existing structure will be used for detour or traffic flow during construction.

ACCESS: County road with no control.

BASE DESIGN: Tentative base design for construction is:

Wearing Surface	1-1/4" Oil Mat
Top Course Base	2 " Leveling
Bottom Course Base	12 " Coarse Base
Total Depth	15-1/4"

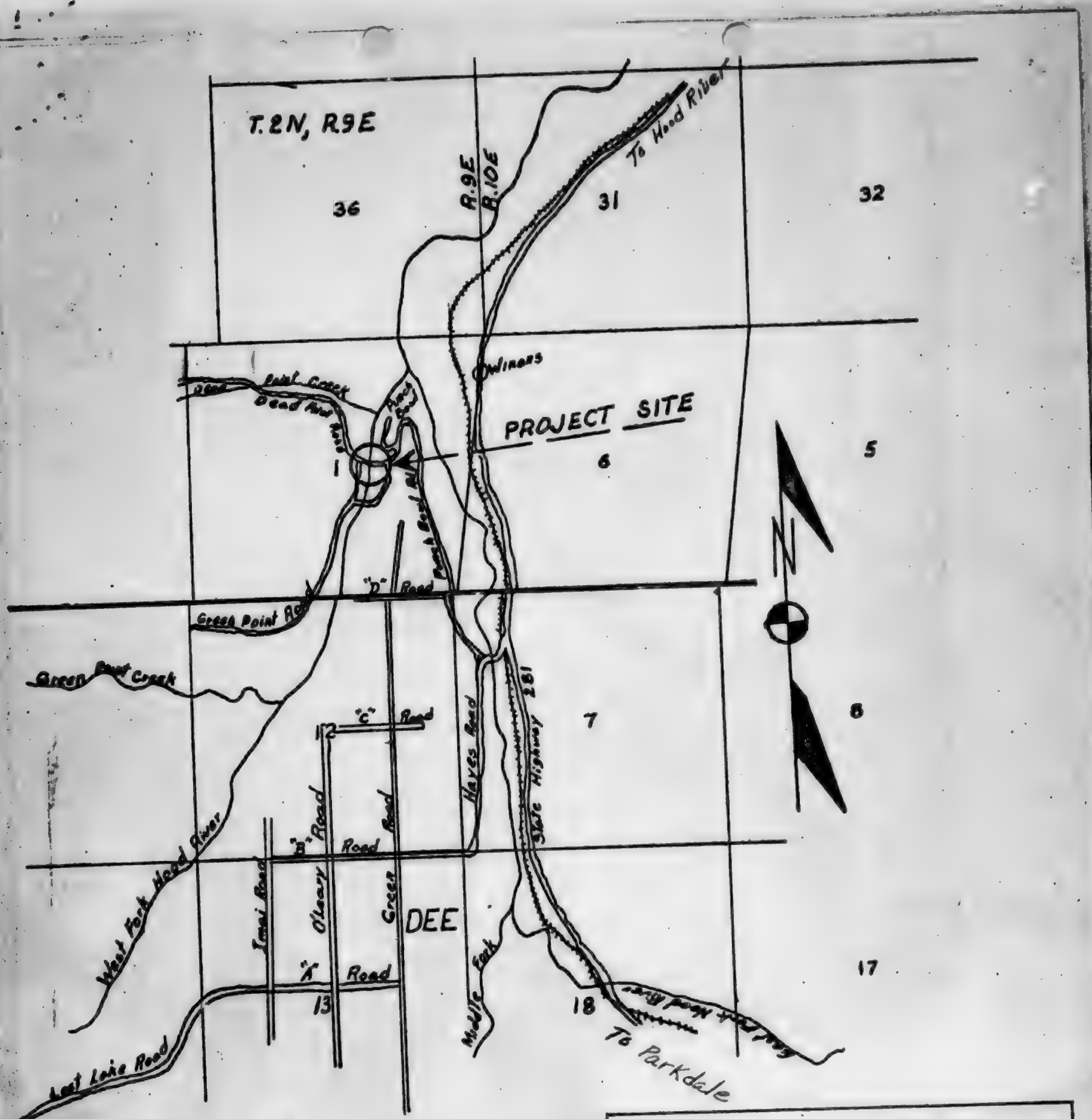
MATERIAL: Local commercial or County.

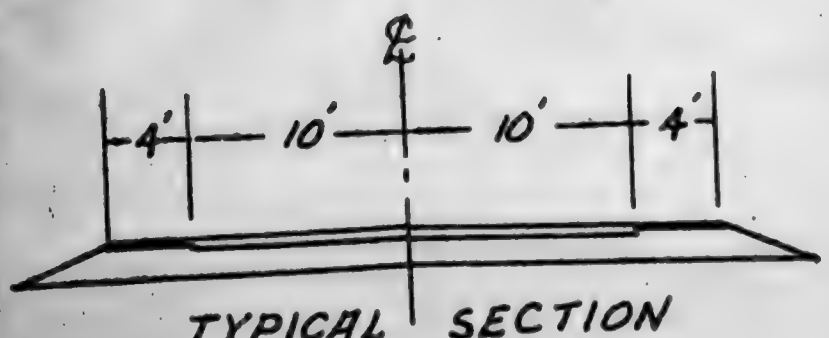
ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Routine county negotiat ions for an FAS-C project.

PARKS: None affected.

March 2, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP

CROSSING WEST FORK OF HOOD RIVER

PUNCH BOWL COUNTY RD. F.A.S. 323

HOOD RIVER COUNTY

Scale 2" = 1 Mile 1964

2-17-64

HOOD RIVER COUNTY

PROPOSED PROJECT (1965 Funds)

FAS 323, Punch Bowl Road: West Fork Hood River Bridge, $65,000.

This project will provide a replacement for a narrow steel truss bridge on a route which carries heavy log hauling traffic. The bridge will be on new alignment and the old bridge will be used during construction. The County has steel beams on hand which have been inspected and measured by Highway Department bridge engineers and it is planned to use this steel in the new structure.

Comm approved
3-12-64

64-b
2/17/64

S-532(1) Napton & Ridgeview Co. Rds., FAS 827 & 992 (Stone base & Oiling) 1965

#6599

CYA 2838

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87670

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-18-66	CC 1013		23-1010-297

Contract 6599
A-532(1) + A-533(1)

Malheur County
Courthouse
Vale, Oregon

RECEIVED
Apr 1 ,
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Att: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Napton and Ridgeview County Roads, FAS 927 and 922 covered by agreement dated October 9, 1964.			
County advance deposit		20,000.00	
Less amount previously transferred		14,000.00	
			6,000.00
County share construction cost		17,786.77	
Less amount previously transferred		14,000.00	
			3,786.77
To be refunded			2,213.23

NOTED
H. S. COX

ACKNOWLEDGEMENT OF RECEIPT REQUEST

By _____

RECEIVED
NOV 29 1965

5-55-(1)
6579

November 29, 1965

United States Fidelity and Guaranty
Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 4599 awarded to Arthur Simonsen and Company, Inc., for surfacing and oiling the Napton and Ridgeview County Roads on FAS 827 and 922 in Malheur County was completed on August 31, 1965, and accepted by the Highway Commission on October 29, 1965.

Final payment in the amount of $2,470.61 was released to the contractor on November 16, 1965. The total contract amount was $82,837.81 including $484.01 for work performed under force account.

No claims for labor or material have been filed with us.

The above information was inadvertently sent to the wrong surety and this is the reason for the delay in advising you of the acceptance of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Arthur Simonsen & Co., Inc.
3005 3rd Street
Baker, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1965
FOR FILING
S-582(1)
6477

November 1, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6399 awarded to Arthur Simonsen and Company, Inc., for surfacing and oiling on the Napton and Ridgeview County Roads (FAS 827 and 922) in Malheur County was completed on August 31, 1965, and accepted by the Highway Commission on October 29, 1965.

Final payment in the amount of $2,470.61 will be released to the contractor after November 8, 1965. The total contract amount is $82,837.81 including $484.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Arthur Simonsen & Co., Inc.
3005 Third Street
Baker, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

NOV 1 - 1965
FOR FILING
S-532(1)
6599

October 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6599. The contract was with Arthur Simmons & Company, Inc. and was for surfacing and oiling on the FAS 827 and 922 roads in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Mason
A. F. Parson

bg

File 4 FAS 827
Malheur Co

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

September 30, 1965

NOTED
DON HARWELL

Mr. Frank Burnett
Resident Engineer
Oregon State Highway Department
Ontario, Oregon

NOTED
P. B. Arensmeier

Dear Mr. Burnett:

4 FAS 827

The Malheur County Court, by resolution, accepts the Napton-Ridgeview F. A. S. #827 Road, the Jordan Valley F. A. S. #828 Road, and hereby agrees to maintain both projects.

MALHEUR COUNTY COURT

NOTED
V R JONES

NOTED
H. S. COX

by_____

Ellis A. White
Malheur County Judge

NOTED
R H BRANCE

cc: A. F. Parsons - LaGrande

NOTED
V. R. JONES

RECEIVED
OCT - 7 1965
ENGINEER
COUNTY & CITY DIVISION

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Napton and Ridgeview County Roads		WEEK ENDING: Sept. 24, 1965
		SECTION PREFIX: 523-1010
HIGHWAY: FAS 827 & 922		COUNTY: Malheur
NAME OF JOB: Napton & Ridgeview County Roads	KIND OF WORK: Surfacing and Oiling	
CONTRACTOR: Arthur Simonsen & Co. Inc.	CONTRACT NUMBER: 6599	FEDERAL AID PROJECT NUMBER: S-532(1); S-533(1)
DATE OF CONTRACT: May 24, 1965	DATE WORK STARTED: June 10, 1965	ESTIMATED COMPLETION DATE: August 31, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Sept. 15, 1965	PERCENT OF TIME ELAPSED: 89
PROJECT AUTHORIZATION: $100,181.25	ENGINEERING AUTHORIZATION: $7,124.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $93,057.25	ENGINEERING COST TO DATE: $10,220.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $83,472.07		DATE PROJECT WAS COMPLETED: August 31, 1965
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 144 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100			
			GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.48		7.48	
MILES PARTIALLY COMPLETED					7.48		7.48	
MILES COMPLETED					7.48		7.48	
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,500 C.Y.		5,240 C.Y.	
TOTAL QUANTITIES CORRECTED TO DATE					11,260 C.Y.		5,080 C.Y.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11,260 C.Y.		5,080 C.Y.	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

NOTED
F.B. KLABOE

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No report on weather for this area thisweek.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	NO ACTIVITY BY CONTRACTOR ALL WEEK-PROJECT COMPLETED.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate completed and will be submitted to Division Office the first of next week. This will be the final report on this project.

SIGNED P. F. Burnett LOCATION 3280 E. Idaho Ave.
P. F. Burnett, Res. Engr. Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F21S

#6599 STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
# 6-191		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 6-18-65	COUNTY
4		Malheur
		PROJECT NO.
		S-532(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. FAS 518, E. to Idaho State Line

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-23-65	3.17
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 41,259.00	$ 26,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-532(1)

NAPTON SECTION OF COUNTY FAS ROUTE 827

IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 7, 1965

Type Code 5231
Roadway (MP 0.00 to MP 3.17)(Contract No. 6599)

Watering	175	M-gal.	$ 3.00	$ 525.00
Preparation of Old Roadbed	3.17	mile	200.00	634.00
3/4"-0 Material in Stone Leveling Course	5,300	cu.yd.	2.50	13,250.00
3/4"-0 Aggregate in Prime Coat	305	cu.yd.	4.20	1,281.00
MC-250 Asphalt in Prime Coat	45	ton	55.00	2,475.00
Aggregates in Asphalt Macadam	1,920	cu.yds.	4.50	8,640.00
120-150 Asphalt in Asphalt Macadam	150	ton	52.00	7,800.00
RS-1 Asphalt in Asphalt Macadam	40	ton	60.00	2,400.00
Furnishing Field Laboratory Building	All Required (42%)			84.00
				$37,089.00
Flagging (57½% of Contractor's Cost)	All Required (42%)			420.00
		Subtotal		$37,509.00
		10% Engr. & Cont.		3,750.00
		Total		$41,259.00

Length of Roadway - - - - - - - - - - - -3.17 miles
Cost of Roadway per Mile- - - - - - - -$13,015.46

Federal Funds -	$26,100.00
State Funds -	7,579.50
County Funds- -	7,579.50
	$41,259.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED — no contract — STATE COPY

Form Approved; Budget Bureau No. 41-R2089

CONTROL TRANSACTION NO.

JUN 1 1965

FOR FILING

PROJECT REPORT NO. S-533(1)

4

FC PR-2 (RL... 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-18-65

STATE: Oregon

COUNTY: Malheur

PROJECT NO.: S-533(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. FAS 827 S. to Jct. FAS 518

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-23-65	4.31
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 56,695.00	$ 35,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

Oregon State Highway Department

Federal-Aid
Project No. S-533(1)

RIDGEVIEW COUNTY FAS ROUTE 922

IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 7, 1965

Type Course 5231
Roadway (MP 0.00 to MP 4.31)(Contract No. 6599)

Watering	235 M-gal.	$ 3.00	$ 705.00
Preparation of Old Roadbed	4.31 mile	200.00	862.00
3/4" - 0 Material in Stone Leveling Course	7,200 cu.yd.	2.50	18,000.00
3/4" - 0 Aggregate in Prime Coat	415 cu.yd.	4.20	1,743.00
MC-250 Asphalt in Prime Coat	65 ton	55.00	3,575.00
Aggregates in Asphalt Macadam	2,600 cu.yd.	4.50	11,700.00
120-150 Asphalt in Asphalt Macadam	205 ton	52.00	10,660.00
RS-1 Asphalt in Asphalt Macadam	60 ton	60.00	3,600.00
Furnishing Field Laboratory Building	All Required (58%)		116.00
			$50,961.00
Flagging (57.5% of Contractor's Cost)	All Required (58%)		$ 580.00
		Subtotal	$51,541.00
		10% Engr. & Cont.	5,154.00
		Total	$56,695.00

Length of Roadway - - - 4.31 Miles
Cost of Roadway Per Mi. $13,154.29

Federal Funds -	$35,900.00
State Funds -	10,397.50
County Funds -	10,397.50
	$56,695.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

fas 827
& for 922

NOTED
H. S. COX

June 16, 1965

NOTED
DON HARWELL

Malheur County Court
Courthouse
Vale, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,000 for the Napton and Ridgeview County Roads Section of FAS 827 and FAS 922. Contract No. 6599 has been awarded to Arthur Simonsen and Company.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...GHWAY DEPARTMENT INVOICE

NO. 84689

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-25-65	CC 930	

CREDIT DISTRIBUTION

523-101-257

NOTED
DON HARWELL

- Malheur County
- Courthouse
- Vale, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of advance deposit for the Upton and Ridgeview County Roads oiling, FAS 827 and 922. Covered by agreement dated 1-9-64.			
Advance Deposits			20,000.00
Partial transfer of advance deposit			14,000.00
To be retained			6,000.00

RECEIVED
MAY 26 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

May 19, 1965

Malheur County Court
Courthouse
Vale, Oregon

NOTED

NOTED

Gentlemen:

On May 18, a satisfactory bid was received from Arthur Simonsen and Company of Baker for constructing the Napton and Ridgeview Roads Section of FAS 827 and FAS 922. As per agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$88,050.00
Flagging	1,000.00
12-1/2% Engineering & Contingencies	11,131.25
Estimated Total Cost	$100,181.25

County Advance Deposit:
20% of $100,181.25 = $20,036.25 or say $20,000.00

Please make this advance deposit in the amount of $20,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

NOTED

VRJ:eb

NOTED
H. S. COX

RECEIVED
JUL 12 1965
FOR FILING

S-532(1)

6599

May 24, 1965

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Salem, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for 7.48 miles of stone base and oiling on the Hapton & Ridgeview County Roads, about 5 mi. south of Myrtle in Malheur County for the sum of $88,050 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6599.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 25 1965
FOR FILING
S-532(1)
6599

MISC. CONTRACTS and AGREEMENTS No. 2828

Salem, Oregon
May 24, 1965

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Finance-Construction Agreement
Napton and Ridgeview County Roads
FAS 827 and 922
Project Nos. S-532(1) and S-533(1)
Malheur County

Attached is a fully executed copy of a construction-finance agreement with Malheur County covering the Napton and Ridgeview County Roads, FAS 827 and 922 in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Malheur County.

Secretary

rn
Attach: 1

RECEIVED
MAY 10 1965
FOR CLEARANCE

477 Cottage Street, NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 6, 1965

08-35.4-BA

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

Hapton and Ridgeview County Roads
FAS 827 and 922, Malheur County

An inspection was made on subject projects April 29, 1965 with W. E. Gillespie, Acting Malheur County Engineer and Frank Burnett, State Resident Engineer. The projects show one short area on FAS 827 and one short area on FAS 922 wherein 4' shoulders can not be obtained.

We approve your request to use 3' shoulders in the designated areas. The three curves of 24° each is approved.

We suggest you place guardrail on the three 24° curves for safety.

5-13-65

65-5/18(9)

May 5, 1965
(date)

GENTLEMEN: This is your third notification on this project.

Ads have already gone out and it is IMPERATIVE THAT WE RECEIVE THIS FORM PRIOR TO MAY 15.

HSC

NOTED

Malheur County Court
Courthouse
Vale, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Napton & Ridgeview Roads, FAS 827 and 922

Section Oiling

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAY 11 1965
ENGINEER
COUNTY & CITY DIVISION

May 7 1965
(date)

By Ellis A. White

By Earl Hocke
Commissioner

By Jack Nesbitt
Commissioner

Copy to Young

65-5/18(9)

April 2, 1965
(date)

NOTED
P. B. Ammerman

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Malheur County Court
Courthouse
Vale, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway Napton & Ridgeview Roads, FAS 827 and 922

Section Oiling

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
AUG 23 1965
ENGINEER
COUNTY & CITY DIVISION

(date)

Prior approval

By Ellis A. White

By Jack Fischer
Commissioner

By Earl H. Black
Commissioner

February 23, 1965

65-5(12)

TO: Malheur County Court
Courthouse
Vale, Oregon

NOTED
RICHARD UNREIN

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

(Retain second copy for your files) NOTED
~~DON HARWELL~~

Highway FAS 827 and 922

Section Napton & Ridgeview Roads.

NOTED
~~R H.~~ PRANGE

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
AUG 23 1965
ENGINEER
COUNTY & CITY DIVISION

February 26, 1965
(date)

By Ellis A. J. White
County Judge

By _____
Commissioner

By _____
Commissioner

Prior approval

FORM E-133X 50M 12-63

RECEIVED
CLEARING
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Napton and Ridgeview Co. Rds.
FAS 827 & 922
Malheur County

Dear Sir:

Programming on the reference section was approved by your office on the basis of 10-foot running lanes and 4-foot shoulders and that sub-standard alignment would not be involved. However, this is in error as the existing rights-of-way did not include sufficient width to construct the section as programmed. Some areas were also restricted by existing irrigation facilities. Curvature has been increased to 24° on three curves on Ridgeview Road because use of standard curvature here would have disrupted farming operations to an unreasonable extent.

The attached plans indicate 10-foot lanes and 4-foot shoulders which we do not propose to revise at this time; however, construction will require the use of 3-foot shoulders in certain areas which are to be determined during construction. As the curvature limits speed to less than 50 M.P.H. the minimum 26-foot top width would be satisfactory, as designated in ASSHO Bulletin on Geometric Design Standards for Highways other than Freeways.

Your consideration and approval of sub-standard curvature and the reduction of shoulder width from that which was programmed is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

GCW:rw
cc: A. F. Parson
F. B. Klaboe

file this Rec'd Jan. 8270 922 Bogus Rd
Jack Lewis Co.

Vale Oregon

~~May~~ April 19,1965

NOTED
DON H[illegible]

Mr Verne Jones
Oregon State Highway Department
Salem Oregon

Dear Verne;

Following our conversation search was made of disposition of the Right Of Entry for Construction into the two materials sources. I find that I was mistaken in stateing to you that the instruments had been mailed to the Highway Department.

Mr Fisher did secure the signatures of the land owners on March 18 th.,returned them to the office, without instructions as to where or to whom they were to be sent. Our secretary had them filed.

My apologies to you, enclosed find certified copies of the two agreements, the origionals have been filed with the clerk.

Enclosed find also the map with apportionment of NON-INTERSTATE FUNDS written in. Frankly, the copy was given to the court by Judge Hotchkiss of Harney County, who was quite disturbed by the information. It is my understanding that he in turn received the copy from Representative Bob Smith. I trust that you will be able to bring some understanding to the 1966 - 67 apportionment of these funds.

See Harney Co. file Malheur Co.

Sincerly
Ellis A White
Malheur County Judge

RECEIVED
APR 22 1965
ENGINEER
COUNTY & CITY DIVISION

R. N. CHASE

H. S. COX

MEMO TO [redacted]

Date: March 24, 1965

FAS 827, MALHEUR COUNTY - Napton Road, oiling

TERMINI: From a road junction 4.5 miles south of Adrian easterly to the Idaho State Line.

PROPOSED WORK: Place leveling course and oil.

PROJECT LENGTH: 4.0 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

EXISTING FACILITIES: Stone base 32' wide in rolling land. Constructed by county forces.

ADJACENT SECTIONS:

[redacted]/EAST END: 24' stone surface, 2' shoulders.

NOTED
R. H. PRANGE

[redacted]/WEST END: FAS 518

PROJECT DATA: Place a 3" crushed stone level course and an O-11 oil mat wearing surface with 4' crushed stone shoulders.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None
PUBLIC HEARING: None

UNUSUAL OR COMPLICATED SITUATIONS: To be let in same contract as Ridgeview Road, FAS 922.

ROUTE DATA:

Irrigated farmland in rolling terrain. Sugar beets, potatoes, onions, and alfalfa. School bus and mail route. Heavy farm to market haul. Beet shipping point at Napton.

VRJ:eb

MEMO TO R. N. CHASE

Date: March 24, 1965

FAS 922, MALHEUR COUNTY - Ridgeview Road, oiling

TERMINI: From FAS 827 at Napton southerly to FAS 518, 1.0 mile east of Ridgeview School.

PROPOSED WORK: Place leveling course and O-11 oil mat.

PROJECT LENGTH: 4.3 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$65,000	$39,000	$13,000	$13,000	(County)

EXISTING FACILITIES: 32' stone base surface constructed by county forces.

ADJACENT SECTIONS:

NORTH/EAST END: FAS 827

SOUTH/WEST END: FAS 518

PROJECT DATA: Construct a 3" crushed stone leveling course and an O-11 oil mat wearing surface 20' wide with 4' crushed stone shoulders.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: In progress
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: To be let in same contract as Napton Road, FAS 827.

ROUTE DATA:

Irrigated farmland in rolling terrain. General farming and livestock. Farm to market traffic. School bus and mail route.

VRJ:eb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED
MAR 1 6 1965
FOR FILING

Section HAYDEN & FERGUSON ROADS Highway FAS 827 & 922 County MALHEUR Proj. 523-140

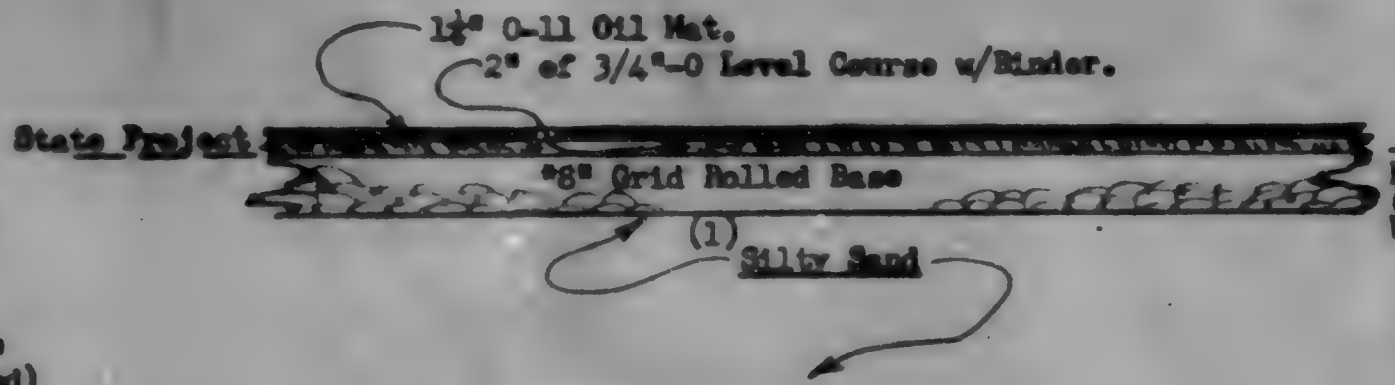
Res. Engr. R. E. Bennett Approx. Length 5.1 Miles. Sta. _____ to Sta. _____ Date 3-9-65

Truck A.D.T. 2 Traffic Coefficient 5.1 18 kip s.a. per day 1.4.

Annual Precipitation 11" Frost Penetration 20".

(1)

Typical Soil
23 LL
0 PI
91 %P 10
53 %P200
9 %Gravel
1 %C Sand
37 %F Sand
47 %Silt
6 %Clay
52 "R" Value (Corrected)



CBR Total Req.	Gravel	Natural Thick.	
	1½	1½	C-11
	2	2	Level
	6½	8	Base (Grid) (Rolled)
10	9 3/4	11½	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
County will provide the source.

*County owns a Grid Roller.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by J. W. Yarbrough, Staff Assistant Recommended by John C. Jackson, Engineer of Materials

Recommended by A. L. Owen, Construction Engineer Approved by Lloyd P. Shaw, Asst. State Highway Engineer

SECTION: NAPTON SIDING

HIGHWAY: FAS 627 & 922

COUNTY: MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 50 (Total)

B. Future ADT 75 (Total)

C. Mean ADT 38 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{I}$ = 5% x (C) 38 = 2

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 2 x (H) 100 % = 2

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 5.1

SECTION: NAPTON SIDING

HIGHWAY: FAS 827 & 922

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Item 12 and remarks
10. Stimulation of Competition: See Item 12 and remarks
11. Construction Consideration: See Item 12 and remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested an Oil Mat
13. Traffic Safety: See Item 12
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSIONS AND REMARKS:

State participation is to place the level course and C-11 Oil Mat. Malheur County will grade and place the base (grid rolled), also provide the material source.

NOTED
P. B. Aceus

RECEIVED
MAR - 8
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

• LGM

LAG ACG 29 3-5-65 225P

NOTED
R. H. PRANGE

NOTED
DON HARWELL

C. D. CANNON

REUR TELETYPE THIS DATE. GREGG APPROVED CHANGE OF BASE DESIGN FOR FAS 827 ADMXX AND 922 THIS DATE. G. A. DCXX DECKER CONCURRED BY TELEPHONE. 8" GRID ROLLED GRAVEL. 2" CRUSHED LEVEL 0-11 OIL.

VERNE JONES

NOTED
V. E. JONES

NOTED
H. S. COX

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

[illegible] 3-3-65 1:35 PM

[illegible] JONES
[illegible] CITY OFFICE

REFER TO OUR TELEPHONE CONVERSATION THIS DATE REGARDING JAPTON
[illegible] ELECTRIC STATIONS, [illegible] 227 AND 923.

IN RESPONSE TO YOUR QUESTION ON 3/24/65 WE WERE ADVISED THAT BASE DESIGN
OF FAS 227 AND 923 IS AS FOLLOWS:

7" PIT AND SPID PULLED CASE
3" LEVELING COURSE
1 1/4" [illegible] 0-11 [illegible]

YOUR TELEPHONE INFORMATION THIS DATE ADVISED:

7" PIT AND SPID PULLED CASE
3" 3/4-) LEVELING COURSE AND 0-11 OIL MAT.

WHICH IS CORRECT?

RECEIVED
MAR - 5 [illegible]
[illegible]
TRAFFIC & CITY DIVISION

NOTED
V. R. JONES

IF [illegible]

Answer change to 8" & 2" base 3-5-65 V.J

Prefix No. 523-1401

LOCATION PROSPECTUS
NAPTON AND RIDGEVIEW ROAD SECTION
FAS 827 & 922
MALHEUR COUNTY

NOTED H. S. COX

NOTED DON HARWELL

11-5-64

HIGHWAY: Napton County Road, Federal-aid Secondary No. 827. Ridgeview County Road, Federal-aid Secondary No. 922.

NOTED P. B. Aronsmeier

NOTED R. M. ALLIS

TERMINI: All of Napton County Road from Highway 201 easterly to the Idaho State Line and all of Ridgeview County Road from Napton County Road southerly to Highway 201.

LENGTH: 8.3 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for placing the leveling rock and an 0-11 oil mat on a subbase prepared by Malheur County. County will furnish all material except oil. Certification of stockpiles and surfacing as to depth and quality will be made by the State and charged against the construction prefix. This is An FAS-C project.

CHARACTERISTICS: Existing ADT 30, projected ADT 75.

NOTED R. H. PRANGE

STANDARDS: Class "E".

TYPICAL SECTION: Two 10-foot lanes with 4-foot shoulders.

BRIDGE: One - County will adjust.

ACCESS: County road with no control.

BASE DESIGN: Tentative for construction:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	3 " Leveling
Bottom Course Base	7 " Pit-run Gravel
Total Depth	11-1/4"

MATERIAL SOURCE: Materials will be furnished as stockpiled by County. (Ltr to D.V 5 on this V.J.)

ADDITIONAL FACILITIES: No railroads affected.

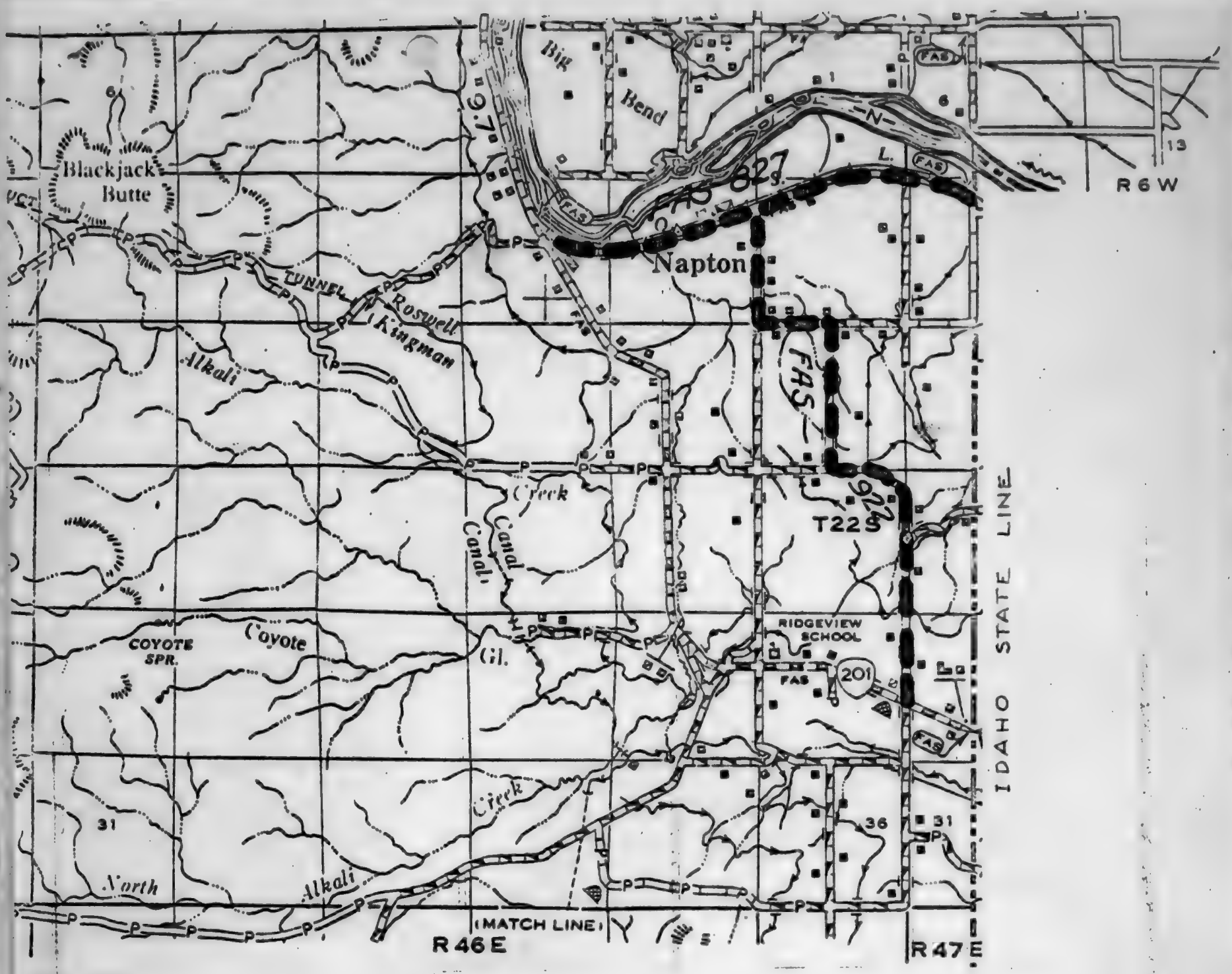
AGREEMENTS: Routine County negotiations for FAS-C project.

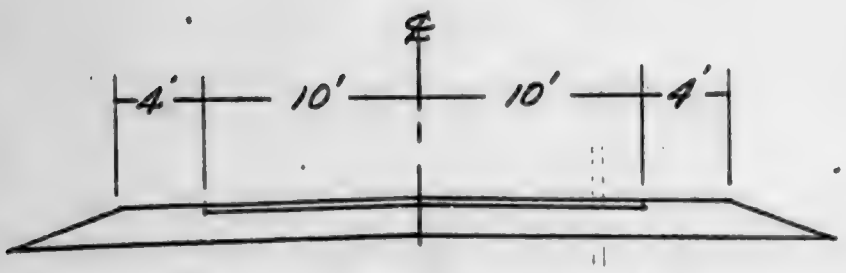
RECEIVED NOV 6 1964 ENGINEER COUNTY & CITY DIVISION

NOTED V. P.

STATE PARKS: None.

November 5, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP

NAPTON & RIDGEVIEW SECTIONS

FAS 827 & 922

MALHEUR COUNTY

Scale 1" = 1 MILE 1964

MALHEUR COUNTY
PROPOSED PROJECT (1965 Funds)

8.3

FAS 827 and 922: Napton and Ridgeview Roads, surface and oil ~~1.73~~ miles, $100,000.

This project will require the placing of a leveling course and a 20' wide O-11 oil mat with 4' shoulders. The county will grade and place the base surfacing. The county has acquired a material source for the crushed material.

Approved 10-9-64

64-g
9/28/64

R. H. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

NOTED
H. S. CO[illegible]

NOTED
DON HARWELL

Laboratory Report

Project: Napton Siding Co. Rd.
Highway: FAS 827
Contractor:
Submitted by: V. Moore
Contract No:

Prefix No: 37-1422-910
County: Malheur
F. A. Project No:
Date Reported: Sept. 22, 1964

REPORT ON SAMPLE OF COARSE AGGREGATE

NOTED
P. B. Arensmeier

Source of material: Pit, S½ NE¼, Sec. 12; T22s; R46E
Sampled at: Gravel pit
To be used: Pit run base
Sampled by: Moore
Date sampled:
Date received: Sept. 15, 1964
Quantity represented:

TEST RESULTS

Laboratory No: 704606
Data Sheet No: A19665-B
Type of material: Gravel
Screen, opening square:

GRANULOMETRIC ANALYSIS

Retained On Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.6	0.6	
1	6.0	6.6	
¾	3.0	9.6	
½	4.3	13.9	
⅜	6.0	19.9	
¼	1.7	21.6	
10	5.0	26.6	
40	5.2	31.8	
80	59.2	91.0	
200	7.3	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		Inauff. large matl.	
Specific gravity (Le Chatelier)		2.62	
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss			
Asphalt stripping: Natural fines			
Manufactured fines			
Plasticity index: Natural fines		0	%
Manufactured fines			%
Liquid limit: Natural fines		24	%
Manufactured fines			%
Fracture			%
Sand equivalent		86.1	
Oregon air degradation	Pass No. 20	14.97	%
	Height	0.8	in.

Material as represented by this sample (does) (does not) comply with specifications

NOTED
R. M. ALLISON

TEST REPORT DISTRIBUTION.

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parson
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X File
X V. Moore

State Printing 5M-7

RECEIVED
SEP 29 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED

G. W. Kuna

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

Laboratory Report

Project: Napton Siding Co. Rd.
Highway: FAS 827
Contractor:
Submitted by: V. Moore

Contract No.:

Prefix No: 37-1422-910
County: Malheur
F. A. Project No:
Date Reported: Sept. 22, 1964

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: MP 0.67 (MP 0.000 at E. end of project)
Sampled at: Gravel Pit
To be used: Pit run base
Sampled by: V. Moore
Date Sampled:
Date received: Sept. 15, 1964
Quantity represented:

TEST RESULTS

Laboratory No.: 704605
Data Sheet No.: A19665-A

Type of material: Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	15.0	15.0	
3	5.6	20.6	
2	4.7	25.3	
1½	3.7	29.0	
1	5.6	34.6	
¾	3.7	38.3	
½	5.3	43.6	
⅜	8.1	51.7	
4	3.1	54.8	
10	6.5	61.3	
40	11.2	72.5	
80	10.6	83.1	
200	9.4	92.5	
Pass	7.5	7.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler: 16.3
Specific gravity (Le Chatelier): 2.64
Unit weight, dry rodded, lbs. per cubic foot:
Unit weight, loose, lbs. per cubic foot:
Fineness factor:
Sodium sulfate test, per cent loss:
Asphalt stripping: Natural fines:
Manufactured fines:
Plasticity index: Natural fines: 0 %
Manufactured fines: %
Liquid limit: Natural fines: 18 %
Manufactured fines: %
Fracture: %
Sand equivalent: 38.2
Oregon air degradation: Pass No. 20: %
Height: in.

Material as represented by this sample (does) (~~does not~~) comply with specifications

TEST REPORT DISTRIBUTION
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parson
Resident Engineer
Dist Maint Supt
Foreman
X Geology and Soils
X Files
X V. Moore

RECEIVED
SEP 29 1964
ENGINEER
COUNTY & CITY DIVISION

Engineer of Materials

State Printing 68817

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Laboratory Report

NOTED
P. B. Arensmeier

Napton Siding County Road
County Road
Walt Gillespie

Prefix 23 Misc.
County Malheur
F. A. Project
Date reported Aug. 11, 1964

REPORT ON SAMPLE OF FINE AGGREGATE

Sand Pit, S½ of NE¼ Sec. 12; Twp 22S; R46E (Burroughs Ranch)
Sampled at Pit

Base surfacing

Date received Aug. 10, 1964
Quantity represented 8000 cy.

TEST RESULTS

Laboratory No 698587 Type of Sample Sand
Field sheet No A 9551 Treatment (if any)

Retained on sieve	GRANULOMETRIC ANALYSIS Percent single sieve	Percent accumulative	Passing XXX XXXXXXX
3	0	0	100.0
2	7.3	7.3	92.7
1½	5.4	12.7	87.3
1	9.0	21.7	78.3
¾	5.6	27.3	72.7
½	8.6	35.9	64.1
3/8	5.6	41.5	58.5
¼	7.0	48.5	51.5
4	3.9	52.4	47.6
10	6.4	58.8	41.2
40	11.4	70.2	29.8
80	26.5	96.7	3.3
200	2.6	99.3	0.7
Pass	0.7	0.7	
Total	100.0		

Screen Opening Square

Strength test, per cent of standard mortar
Compression %
Organic Material, color plate No
Specific gravity (Le Chatelier)
Unit weight, lbs per cu. ft., dry rodded
Voids, per cent
Fineness factor
Sodium sulfate test, per cent loss %
Elutriation
Asphalt stripping, Natural fines
Manufactured fines
Plasticity index: Natural fines 0
Manufactured fines
Liquid limit: Natural fines 22
Manufactured fines
Sand equivalent 82.4

Material as represented by this sample (does) (XXXXXX) comply with specifications

TEST REPORT DISTRIBUTION

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parson
X Resident Engineer Burnett
Dist. Mat'l. Supt.
Foreman
X Geology and Soils
X Files
X H. S. Cox
2 X M. Gillespie, Malheur Co. Engr.
X V. Moore

RECEIVED
AUG 12 1964
ENGINEER
COUNTY & CITY DIVISION

G. W. Kerr
Engineer of Materials

FA 9271

Laboratory Report

Project: Napton Siding County Road
Prefix No.: 23 Misc.
Project: County Road
County: Malheur
Contract No.:
F. A. Project No.:
Submitted by: Walt Gillespie
Date Reported: Aug. 11, 1964

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Approx. ½ mi. E. of Oregon-Idaho Line (in Idaho) Gravel Pit (Burrough Ranch) Pit
Intended use: Surfacing - Top course
Sampled by: W. Gillespie
Date Sampled:
Date received: Aug. 10, 1964
Quantity represented: 20000 cy.

TEST RESULTS

Laboratory No.: 698586
Data Sheet No.: A 9552
Type of Material: Gravel

GRADATION ANALYSIS

Passing Sieve	Per cent Retained Single Sieve	Per cent Retained Accumulative	Per cent Passing XXXXXX XXXXXXXXXXXX
4	0	0	100.0
3	10.0	10.0	90.0
2	16.1	26.1	73.9
1½	6.3	32.4	67.6
1	4.6	37.0	63.0
¾	5.7	42.7	57.3
½	8.5	51.2	48.8
3/8	5.9	57.1	42.9
¼	7.5	64.6	35.4
4	4.7	69.3	30.7
10	8.5	77.8	22.2
40	10.8	88.6	11.4
80	3.6	92.2	7.8
200	5.4	97.6	2.4
Pass	2.4	2.4	
Total	100.0		

Material as represented by this sample (does) (XXXXXX) comply with specifications

Per cent wear, Los Angeles Rattler: 18.1
Specific gravity (Bulk Cuperior): 2.74
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Voids
Absorption
Natural sand
Plasticity index: Natural fines: 0 %
Manufactured fines %
Liquid limit: Natural fines: 23 %
Manufactured fines %
Fracture %
Sand equivalent: 68.4
Oregon air degradation: Pass No. 20 %
Height in.

TEST REPORT DISTRIBUTION

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parson
X Resident Engineer Burnett
Dist Maint Supt.
Foreman
X Geology and Soils
X Files
X H. S. Cox
2 X W. Gillespie, Malheur Co. Engr.
X V. Moore

G W Kerr
Engineer of Materials

S-531(1) Ellendale Br. over Rickreall Cr., Dallas-Falls City Hwy. 1965

#6600

C8H 2825

OREGON STATE HIGHWAY DEPARTMENT

FORM A-130 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88709

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-23-66	CC 1030		577-1070-297

Contract 6600
L-531(1)

Polk County
Dallas, Oregon

Attn: Polk County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Kilendale (Rickreall Creek) Bridge FAS 749, covered by an agreement dated 4-25-63.			
County advance deposit		11,600.00	
Less amount previously transferred		7,600.00	
Balance Advance Deposit			4,000.00
County share of construction		10,577.78	
Less amount previously transferred		7,600.00	
			2,977.78
To be refunded			1,022.22

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
MAR 7 - 1966
FOR FILING

S-531(1)

6600

Oregon State Highway Department

March 1, 1966

Accounting Division
Bridge Division
Construction Division

Traffic Division
Division Engineer (No 2)
Maintenance Division
(Seeding & Mulching Sec.)

Project No. S-531(1), Ellendale (Rickreall Cr.) Bridge, Contract No. 6600, Prefix 527-1070, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by March 31, 1966 so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

FH:ak

RECEIVED
FEB 14 1966
FOR FILING

S-5331(1)

6600

February 11, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6600 awarded to Inland Construction Company for the Ellendale (Rickreall Creek) Bridge on the Dallas-Falls City Road (FAS 749) in Polk County was completed on November 16, 1965, and accepted by the Highway Commission on February 10, 1966.

Final payment in the amount of $6,170.93 will be released to the contractor after February 18, 1966. The total contract amount is $50,637.68 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Inland Construction Company
6202 S.E. Harmony Road
Milwaukie, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1966
FOR FILING

S-531(1)

6600

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 16, 1965, on Contract No. 6600. The contract was with Inland Construction Company and was for construction of the Illendale Bridge on FAS Route 749 in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
I. D. Merchant
C. M. Maison
R. D. Asburry

bg

RECEIVED
MAR 2 - 1966
FOR FILING

S-531(1)

6600

January 26, 1966

#3.

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time to complete Contract No. 6600 on the Ellendale (Rickreall Creek) Bridge of the Dallas-Falls City Road in Polk County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of time to November 16, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc R. D. Asbury
Jack Davis
I. D. Merchant
L. H. Young
C. H. Maison

RECEIVED
JAN 4 - 1966
FOR FILING
S-531 (1)
4400

January 3, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 25, 1966 meeting

Gentlemen:

Inland Construction Company, contractor on the Kilendale (Rickreall Creek) Bridge on the Dallas-Falls City Road (FAS 749) in Polk County, Contract 6400, has requested that the date of completion be advanced from the specified date of September 15, 1965, to November 15, 1965, without assessment of liquidated damages. Request is based on delay in delivery of parapet rail material.

The contractor actually experienced two delays that affected his overall work during the construction period. The first was a 13-day delay occasioned by a request of Polk County that the old bridge be left in place to accommodate school bus traffic until the end of this school year. This delayed the contractor's overall progress, as the old structure interfered with construction of the new bridge. The second was caused by delay in delivery of the parapet rail material. This delay was occasioned by the fact that in April we adopted a new rail design to meet revised AASHO specifications and suppliers of the materials had difficulty in producing and delivering the new material. A step work order was issued to meet this delay.

The structure was open to traffic on September 15, 1965, the specified completion date, and entirely completed on November 16, 1965. Because the contractor was delayed by extenuating circumstances beyond his control, I recommend an extension of time to November 16, 1965, be granted without assessment of liquidated damages.

This matter will be on the agenda for the January 25 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jf bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6630 Contractor Inland Construction Co.

Highway Dallas - Falls City Road

Section Ellendale (Rickreall Ck.) Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: The contractor was delayed 13 days at the beginning of the contract because the Polk County Court asked that the old bridge be left in place for this period of time to accomodate the school buses. The contractor sustained 49 other days of delay due to materials for a recently redesigned handrail not being available from the normal suppliers. Of these 49 days, 46 were covered by a shutdown order, two by the time it took for the installation of the rail after all other contract items were complete, and one day was due to delay in completing all other phases of the contract because the contractor, from the Resident Engineer's explanation thought he would be eligible for a time extension to cover it. This resulted in a total 62 day delay beyond the contractor's control which, it is recommended be allowed, changing the specified completion date to November 16.

Bridge was opened to traffic on the specified contract completion date.

Recommended for Approval:

Asst. Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No. 6630

Project designation S-531(1) State-Federal

Date awarded May 25, 1965

Work started May 25, 1965

Per cent completed 100% November 16, 1965 Date

Spec. Completion No. of Workdays Allowed Sept. 15, 1965

Actual completion date Nov. 16, 1965.

No. of Workdays Used

November 15, 1965

No. of Added Workdays Requested

Recommend extension to November 16, 1965.

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 15, 1965, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Sept. 15th days to Nov. 15th days, within which to complete our Contract No. 6600, without the assessment of liquidated damages. The said contract is described as follows:

Ellendale (Rickreall Creek) Bridge - Dallas Falls City Road - FAP #S-531(1)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Aluminum Company of America are unable to make delivery of the new type of handrail until approximately November 1st.

(Note: The new bridge is open for traffic without the handrail)

Respectfully submitted,

INLAND CONSTRUCTION COMPANY
Contractor

By S. H. Gordon
pres.

CONSENT OF SURETY

Date September 23, 1965, 19

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By
President

(SEAL)

RECEIVED
OCT 20 1965
FOR FILING

S-531(1)

6600

October 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 25, 1965, on Contract No. 6600, Ellendale Bridge Section, in Polk County, in connection with Federal-Aid Project No. S-531(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ia

#6602

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-190		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	6-18-65	Polk
		PROJECT NO. S-531(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 2.0 Miles W. of Dallas

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-23-65	0.029
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 56,611.00	$ 35,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. J. Klabo

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8903-P64

Oregon State Highway Department

Federal-Aid
Project No. S-531(1)

ELLENDALE (RICKREALL CR.) BRIDGE ON COUNTY FAS ROUTE 749

IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 7, 1965

Type Code X081
Ellendale (Rickreall Cr.) Bridge Str. (10152A) (Sta. 16+35 to Sta. 17+86)
(Contract No. 6600)

Remove Existing Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		500.00
Structural Excavation	300 cu.yd.	$ 16.00	4,800.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish Treated Timber Piling	160 lin.ft.	2.00	320.00
Drive Timber Piles	8 only	70.00	560.00
Class "A" Concrete (256 cu.yd.)	All Required		21,000.00
30' to 35' Type 2 Prestressed Beams	8 only	500.00	4,000.00
85' to 90' Type 4 Prestressed Beams	4 only	2,000.00	8,000.00
Metal Reinforcement (53,600 lb.)	All Required		5,900.00
Metal Parapet Railing, Two Pipe	315 lin.ft.	9.00	2,835.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$51,465.00
	10% Engr. & Cont.		5,146.00
			$56,611.00

Length of Project - - - - - - - - 0.029 Mile

Federal Funds -	$35,900.00
State Funds -	10,355.50
County Funds- -	10,355.50
	$56,611.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Jan 749
Polk

NOTED
H. S. COX

June 16, 1965

Polk County Court
Courthouse
Dallas, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

This is to acknowledge receipt of your advance deposit of $11,600 for the Ellendale Bridge Section of FAS 749. Contract No. 6600 has been awarded to the Inland Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V R JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 84691

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-25-65	CC 939		527-1070-297

NOTED
DON HARWELL

Polk County
Courthouse
Dallas, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of advance deposit for the Ellendale Bridge Section, FAS 749. Covered by agreement dated 4-25-63.			
Advance Deposit			11,600.00
Partial transfer of Advance Deposit			7,600.00
To be retained			4,000.00

RECEIVED
MAY 26 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By_____

George Rohde

May 18, 1965

Polk County Court
Courthouse
Dallas, Oregon

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

Gentlemen:

On May 18, a satisfactory bid was received from Inland Construction Company of Milwaukie for construction the Ellendale Bridge section of FAS 749. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$51,465.00
12-1/2% Engineering & Contingencies	6,433.12
Estimated Total Cost.....	$57,898.12

County Advance Deposit:
20% of $57,898.12 = $11,579.62 or say $11,600.00

Please make this advance deposit in the amount of $11,600 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

NOTED
H. S. COX

10 10 FAS 749

FORM E-20 EOM 12-58 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1964

NOTED
DON HARWELL

SUBJECT: OPTIONS
Ellendale Bridge Section
Robb Mill County Road
Polk County

To: Mr. H. S. Cox
County-City Engineer
Highway Building

Attached you will find 4 original option forms in quadruplet covering right of way to be acquired in connection with Ellendale Bridge Section of the Robb Mill County Road in Polk County.

Please return a signed or conformed copy of each option to the State Highway Right of Way Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 4 prints of map No. 10C-43-18 covering this area and bearing our date of June 9, 1964.

File No.	Name	Area
36914-A	Minnie B. Boise	0.03 Acre
36914-B	Junior F. Eckley, et ux	0.02 "
36914-C	Blossom M. Garrison and John L. Sanderson	0.34 "
36914-D	Virgil E. Trick, et ux	0.07 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 4 Options

cc: R. D. Asburry
E. J. Benner

R/W certified by County

NOTED
V R. JONES

RECEIVED
JUN 15 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 2 3 1965

FOR FILING

S-531(1)

6600

T. D.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: June 11, 1965

In reply refer to: 08-35.4EC

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

Young
Cox

SUBJECT: Oregon Project S-531(1) - Ellendale Bridge

Justification submitted by Mr. Young's May 6 letter of an exception to the Secondary Road plan on the subject project for a 24' bridge appears adequate and is approved.

Copy to Young
Copy to Cox
6-15-65

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-139

OREGON STATE HIGHWAY DEPARTMENT

fas 749
Polk Co

Project Authorization and Record of Work Orders

NOTED

Section	Ellendale (Rickreall Creek) Bridge	**Contract No.**	6600 (BR)
Highway	Dallas - Falls City Road - FAS 749	**F. A. Project No.**	S-531(1)
County	Polk	**Job Prefix**	527-1070
Kind of Work	Structure Bridge No. 10152A	**Date of Award**	May 25, 1965
Contractor	Inland Construction Company, 6202 S.E. Harmony Road, Milwaukie, Oregon	**Division Engineer**	Ray Asburry
Specified Work Days	Completion by September 15, 1965	**Resident Engineer**	Jack Davis

CONSTRUCTION AUTHORIZATION

Contract amount		$ 51,465.00
Additional anticipated items:		
	NONE	$

RECEIVED
MAY 26 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

-0-

Subtotal	$ 51,465.00
Contingencies (4½%)	2,315.92
Construction Engineering (8%)	4,117.20
Subtotal	$ 57,898.12
Credit for maintenance rock	
Total original construction authorization	$ 57,898.12

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
						NOTED

State Printing

(Continued on reverse side)

Ellendale (Rickreall Creek) Bridge — Contract No. 6600

NO.	ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	REMOVE EXISTING BRIDGE	1.000 LUMP SUM	3,000.0000	3,000.00
002	SHORING CRIBBING ETC	1.000 LUMP SUM	500.0000	500.00
003	STRUCTURAL EXCAVATION	300.000 CU YDS	16.0000	4,800.00
004	STRUCTURAL EXC BELOW ELEV SHOWN	30.000 CU YDS	10.0000	300.00
005	FURNISH TREATED TIMBER PILING	160.0 0 LIN FT	2.0000	320.00
006	DRIVE TIMBER PILES	8.000 ONLY	70.0000	560.00
007	CLASS A CONCRETE	1.000 LUMP SUM	21,000.0000	21,000.00
008	30 FT TO 35 FT TYPE 2 PRESTR BEAMS	8.000 ONLY	500.0000	4,000.00
009	85 FT TO 90 FT TYPE 4 PRESTR BEAMS	4.000 ONLY	2,000.0000	8,000.00
010	METAL REINFORCEMENT	1.000 LUMP SUM	5,900.0000	5,900.00
011	METAL PARAPET RAILING TWO PIPE	315.000 LIN FT	9.0000	2,835.00
012	8-IN METAL UNPERF DR PIPE TYPE A COATING	50.000 LIN FT	5.0000	250.00
				51,465.00

INLAND CONSTRUCTION CO
MILWAUKIE 22

RECEIVED
JUL 12 1965
FOR FILING

L-5311(1)

6600

May 25, 1965

Inland Construction Company
P. O. Box 570
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for the Ellendale Bridge over Rickreall Creek on the Dallas-Falls City Highway in Polk County for the sum of $51,465 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project which has been assigned Contract No. 6600.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

Salem, Oregon
May 4, 1965

P. B. Arensmeier

Ellendale Bridge Project S-531(1)
FAS 749, Polk County

Mr. R. N. Chase
O F F I C E

NOTED
H. S. COX

NOTED
R. H. PRANGE

Mr. Dec states in his program approval dated 4/23/65 that additional justification for construction of a bridge 24' in width is required.

The Polk County Court was contacted by Mr. H. S. Cox of this office several months ago regarding the width of this bridge and at that time the Court stated that a right-of-way problem was involved inasmuch as the bridge was located very close to adjacent residential buildings. The Court specifically requested that the width be held to 24' in order to reduce the encroachment on these properties. The 24' width permits greatly improved alignment compared to the existing structure.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

RECEIVED
MAY 17 1965

MISC. CONTRACTS and AGREEMENTS No. 2825

5-S121(1)
6600

Salem, Oregon
May 10, 1965

Construction-Finance Agreement
Ellendale (Rickreall Creek) Bridge
FAS 749, Polk County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of a construction-finance agreement with Polk County covering the Ellendale (Rickreall Creek) Bridge on FAS 749, Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

FH
Attach: 1

R. W. CHASE

MEMO TO [redacted]

Date: 3/23/65

FAS 749, POLK COUNTY ELLENDALE BRIDGE SECTION

TERMINI: Bridge over Rickreall Creek 2 miles west of Dallas.

PROPOSED WORK: Construct RCDG bridge.

NOTED
R. H. PRANGE

NOTED
H. S. COX

PROJECT LENGTH: 0.029 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$70,000	$42,000	$14,000	$14,000	(County)

EXISTING FACILITIES: Timber through truss bridge with pile trestle approach spans 121 feet long and 19'2" wide. Timber piers and superstructure are decayed. Old bridge has substandard width and has a substandard curve on southerly end.

ADJACENT SECTIONS:

NORTH/[redacted] END: Bituminous surface 20' wide with 4' shoulders.

SOUTH/[redacted] END: Gravel surface 18' wide with 3' shoulders.

PROJECT DATA: Construct an RCDG bridge on improved alignment. Bridge will be 24 feet wide and 151 feet long. There will be 10° curves at both ends of the bridge. County will grade connections to existing road and do surfacing and oiling.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: Bridge width is 24 feet due to restricted right-of-way occasioned by adjacent buildings.

SYSTEM ACTION: None.
PUBLIC HEARING: None.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Serves many farms raising fruit and livestock. Mountainous terrain. Farm to market, school bus, and mail route.

VRJ:mm

65-5(7)

February 23, 1965

TO: Polk County Court
Courthouse
Dallas, Oregon

NOTED
H. S. COX

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

(retain second copy for your files)

NOTED
DON HASKELL

Highway FAS 749

Section Ellendale (Rickreall Creek) Bridge

NOTED
R. M. ALLISON

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

2/24/65
(date)

By C. M. Barnhart
Judge

By Allen A. Owen
Commissioner

By H B Hildebrand
Commissioner

RECEIVED
FEB 25 19..
ENGINEER
...NTY & CITY DIVISION

Copy to Young

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Revised

Section MILLSDALE BRIDGE (RICKREALL CREEK) Highway F.A.S. 749 County POLK

Res. Engr. L. L. MacIntyre Approx. Length 0.2 Miles. Sta. _____ to Sta. _____

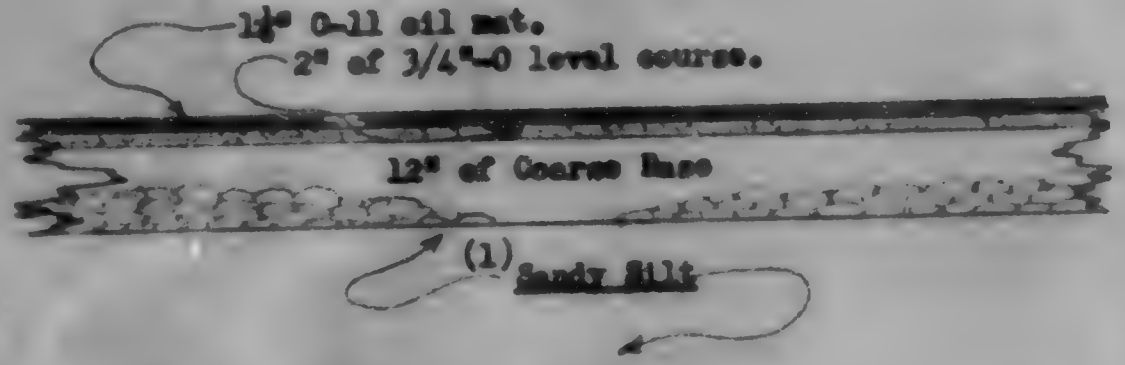
Truck A.D.T. Cars only Traffic Coefficient 4.6 18 kip s.a. per day 0.06.

Annual Precipitation 52" Frost Penetration _____.

(1)
Typical Soil
39 LL
13 PI
97 %P #10
81 %P200
3 %Gravel
5 %C Sand
11 %F Sand
62 %Silt
19 %Clay
10 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
Responsibility of Polk County.



Note:
State participation is to prepare plans, specifications, estimates, and to let the structure contract. Polk County will construct approaches and connections.
Project Base Design provided to assure ample subgrade width.
This supercedes "Project Base Design" dated 7-26-63.

	CBR Total Req.	Credits	Actual Thick.	
		1½	1½	0-11 Level
		2	2	
		12	12	Base
	15	15½	15½	

Prefix 527-[illegible]
Date 1-28-65

RECEIVED
JUN 7 1965
S-531 (-)

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County City (2)

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

SECTION. ELLENDALE BRIDGE (RICKREALL CR.)

HIGHWAY: F.A.S. 749

COUNTY. POLK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 400 (Total)

B. Future ADT 700 (Total)

C. Mean ADT 550 (ADT)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks No vehicles in Truck Classification (Cars, Pickups & Panels only) (ADT Basis)

G. Trucks (in one direction) Fr _____ x (C) _____ = _____

H. % Trucks in Design Lane _____%

I. Trucks in Design Lane (G) _____ x (H) _____% = _____

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.669

= 4.6 CARS ONLY CLASSIFICATION

SECTION: KILLEDALE BRIDGE (RICKREALL CREEK)

HIGHWAY: F.A.S. 749

COUNTY: POLK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: Not applicable
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Polk County prefers an oil mat
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local material sources are suitable for this type construction

CONCLUSION AND REMARKS:

This is a short section (0.2 mi.) with no P.C.C. Pavement in the immediate area. See Item 12.

Polk
Loan 749

MEMO
July 27, 1964

NOT
H.S. CO.

NOTED
DON HARWELL

RE: ELLENDALE BRIDGE SECTION
FAS 749, POLK COUNTY

NOTED
P.B. Arensmeier

Scheduling of the above bridge and removal of the existing bridge were items discussed with the Polk County Court and J. D. Walker by V. R. Jones and R. H. Prange in Dallas on July 20:

It was decided that the removal of the existing bridge would be included in the contract with the provision that the removal would not be done until all the pier construction work possible had been done. This would reduce the road closure time to a minimum. Also, the old bridge must be available for traffic until the time school closes in the spring.

Removal of the concrete footing of the pier at the southerly end of the existing bridge was not discussed with the county but this item should be clarified.

NOTED
R. H. PRANGE

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

NOTED
V. R. JONES

Office of

County Court of Polk County

Dallas, Oregon

PHONE 623-2206

C. M. Barnhart
Polk County Judge

Allen A. Dunn
Polk County Commissioner

C. L. Burbank
Polk County Commissioner

RECEIVED
JUL 27 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISO

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

July 24, 1964

Mr. Cox
County-City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cox:

It would be to the best interests of Polk County if the Rickreall Bridge on M-20 would not be let for construction until the Spring of 1965. It is quite impractical, due to the terrain in that area, to build a detour bridge.

As this bridge is used for school buses, it would be a great inconvenience to them. Therefore, we would suggest the contract be let so construction starts June 1st and is completed not later than September 15, 1965. I hope this does not interrupt ary previous plans you have made.

Sincerely yours,

C. M. Barnhart

C. M. Barnhart
County Judge

CMB/ec

Copy to Marchant with Memo.
7-27-64 V.J.

NOTED
V. R. JONES

Jan 749
Polk Co

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

June 15, 1964

NOTED
DON HARWELL

County Court
Polk County Courthouse
Dallas, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

Attached you will find 4 original option forms in triplicate covering right of way to be acquired in connection with Ellendale Bridge Section of the Robb Mill County Road in Polk County.

Please return a signed or conformed copy of each option to the State Highway Right of Way Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 3 prints of map no. 10C-43-18 covering this area and bearing our date of June 9, 1964.

File No.	Name	Area
36914-A	Minnie B. Boise	0.03 acre
36914-B	Junior F. Eckley, et ux	0.02 "
36914-C	Blossom M. Garrison and John L. Sanderson	0.34 "
36914-D	Virgil E. Trick, et ux	0.07 "

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

NOTED
V R JONES

VRJ:eb
Encls.

NOTED
V. R. JONES

Office of

County Court of Polk County

Dallas, Oregon

PHONE 623-2206

C. M. Barnhart
Polk County Judge

Allen A. Dunn
Polk County Commissioner

C. L. Burbank
Polk County Commissioner

X-ref OK

file Fac 749

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

February 7, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. S. Cox, County & City Engineer

Gentlemen:

The Polk County Court would like to make the following requests regarding the current F.A.S. program.

First, that the contract for replacement of Goosenecк Creek Bridge on F.A.S. 907 be let if possible in April of 1964.

→ Judge Approved March Scheduling 2-10-64 V.J.

Second, that the two structures on F.A.S. 560 Ferns Corner Falls City Section be let for construction during the summer season preferably in July.

These three structures are in a critical condition and must be replaced this year.

file

The Ellendale Bridge on F.A.S. 749 can be easily maintained for an additional year and we therefore request that letting be delayed for an additional year.

Very truly yours,

POLK COUNTY COURT

C M Barnhart
County Judge

Allen A Dunn
County Commissioner

C L Burbank
County Commissioner

RECEIVED
FEB 10 1964
ENGINEER
COUNTY & CITY DIVISION

Copies to Division
Morgan
Turner

2-11-64 V.J. Mer

August 21, 1963

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM
FAS 749

Memo to Files:

NOTED
DON HARWELL

Polk County Engineer, J. D. Walker, advises they have been unable to secure right of way for the Ellendale Bridge across Rickreall Creek as presently planned. He further advises that it will be possible to close this road during construction which would allow a location utilizing the present bridge sight. He requests this modification in plans.

By a copy of this letter, Resident Engineer L. L. MacIntyre, is instructed to pick up the survey and modify the plans accordingly.

Mr. Walker also advised that a minor change recently proposed on the Gooseneck Creek structure would be satisfactory.

NOTED
R. H. PRANGE

Gerald W. Wimer
Assistant Division Engineer

GWW:jc
cc: I. D. Merchant
L. L. MacIntyre
H. S. Cox

RECEIVED
AUG 22 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Location: FALLS CREEK (Highwall Creek) Highway: FAS 758 County: Polk Prefix: 527-1429
Proj. Engr.: John MacINTOSH Approx. Length of Project: 0.2 Miles. Sta. _____ to Sta. _____ Date: 7-26-65

NOTED
H. S. COX

TYPICAL SECTIONS Traffic Class'f. - MEDIUM

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
R. JONES

1½" 0-11 oil mat
2" of 3/4"-0 level course. (incl. binder.)
12" of crushed base.
(1)
Sandy Silt

Required		Designed		
Base & Surf. Crushed	Surf. Crushed	Base & Surf. Crushed	Surf. Crushed	
				0-11
			2	Level
			12	or Base
15			15%	

(1)
Typical Soil

10	% Rock
13	% Gravel
15	% Coarse Sand
11	% Fine Sand
62	% Silt
39	% Clay
20	"R" Value (Corrected)

AASHO CLASSIF. - A-6 (9)

Note:
State participation is to prepare plans, specifications, estimates, and to let the structure contract. Polk County will construct approaches and connections.
Surfacing thickness design provided to assure ample subgrade width.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by Polk County.											

B.P.R.
To: State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Chief

Submitted by _____ Recommended by _____

Recommended by _____ Approved by _____ Engineer of Materials

PAVEMENT TYPE SELECTION

[illegible] P.A.S. 799
[illegible] COUNTY
Prefix 527-1-17

Principal Factors Governing Selection

1. Traffic Classification: [illegible] Present ADT 350 1992 ADT 600 % Heavy Vehicles 10
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Annual Rainfall 52"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally OK

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an O-11 oil mat has been selected.

POLK COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 749: Ellendale Bridge over Rickreall Creek, $70,000.

It is proposed to replace the existing 122' timber truss with a new structure on improved alignment. The new alignment will parallel the existing structure on the downstream side. The new bridge is to be 24' in width and the county will construct approaches and connections to the existing road.

Hwy Comm. approved
4-25-63

63-c
4/5/63

ER-159(1) Digger Cr.-N. Fork Alsea River Sec., Alsea Hwy. (Grad. & Riprap) 1965

#6601

STATE COPY

Monthly transaction number 2-24	FORM PR-2A (Rev. 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6601 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-31-66	County Benton
		Project number ER-159(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 96,796.00

Revised Federal funds $ 61,415.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-159(1)

LINCOLN CO. LINE-PHILOMATH SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved extra work order, temporary, and permanent repairs.)

Salem, Oregon, December 14, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y006
Digger Cr.-N. Fk. Alsea River (MP 28.48 to MP 28.57) (MP 29.00 to MP 30.04) (MP 44.07 to MP 44.10) (Contract No. 6601)

Clearing and Grubbing	All Required		$10,000.00
Tractor and Dozer	90 hour	$25.00	2,250.00
Loose Riprap	6,000 cu.yd.	4.50	27,000.00
18-inch Steel Culvert Pipe, 16 Ga., Type "A" Ctg.	20 lin.ft.	6.00	120.00
24-inch Steel Culvert Pipe, 16 Ga., Type "A" Ctg.	55 lin.ft.	9.00	495.00
30-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	10 lin.ft.	14.00	140.00
36-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	10 lin.ft.	15.00	150.00
			$40,155.00
Stone Base	All Required		$ 600.00
Flagging (57½% of Contractor's Cost)	All Required		400.00
			$ 1,000.00
	Subtotal		$41,155.00
	Engr. & Cont.		4,115.00
	Total		$45,270.00

Type Code 6201
Flood Repair Temporary & Permanent (MP 27.52 to MP 58.50)

Negotiated Equipment, Labor & Materials	All Required		$ 6,321.89
State Force Equipment, Labor & Materials	All Required		28,250.89
			$34,572.78

Permanent

EWO No. 5, Cont. 6401, Project No. S-229(7) Debris Removal	All Required		$ 8,000.00
PA No. 4, Project No. S-229(7) Purchase Materials on Hand	All Required		859.44
EWO No. 4, Cont. 6652, Project No. S-229(8) Extend 96" Structural Plate Pipe	All Required		2,500.00
			$11,359.44

Subtotal	$45,932.22
Engr. & Cont.	4,593.78
Total	$50,526.00

Length of Roadway - - - - 31.04 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Roadway (Contract #6601)	45,270.00	28,723.00	16,547.00
Temporary & Permanent Repair	50,526.00	32,058.00	18,468.00
	$96,796.00	$61,415.00	$35,381.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 2-1067
2-4402
2-4502
2-4702

A Phase I Report was not submitted on this project. We used equipment rental agreements and bills that have been submitted to us to arrive at the negotiated equipment, labor and materials, and charges on the cost books to arrive at the amount of State Force equipment, labor and materials. D.M.S. charges are not included in these figures.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 29 1965

CONTROL TRANSACTION NO.

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-5-65

STATE: Oregon

COUNTY: Benton

PROJECT NO.: ER-159(1)

PROJECT REPORT NO.

ER-159(1)

1601

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 34, Lincoln County Line-Philomath Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-22-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.00
*OTHER (Specify)		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,070.00	$ 34,941.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. P. Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 5 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-159(1)

LINCOLN CO. LINE-PHILOMATH SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved extra work order.)

Salem, Oregon, October 18, 1965

Type Code F.E.

Preliminary Engineering $ 1,000.00

Type Code X006
Digger Cr.-N. Fk. Alsea River (MP 28.48 to MP 28.57)(MP 29.00 to MP 30.04)
(MP 44.07 to MP 44.07)(Contract No. 6601)

Clearing and Grubbing	All Required		$10,000.00
Tractor and Dozer	90 hour	$25.00	2,250.00
Loose Riprap	6,000 cu.yd.	4.50	27,000.00
18-inch Steel Culvert Pipe, 16 Ga., Type "A" Ctg.	20 lin.ft.	6.00	120.00
24-inch Steel Culvert Pipe, 16 Ga., Type "A" Ctg.	55 lin.ft.	9.00	495.00
30-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	10 lin.ft.	14.00	140.00
36-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	10 lin.ft.	15.00	150.00
			$40,155.00
Stone Base	All Required		$ 600.00
Flagging (57⅓% of Contractor's Cost)	All Required		400.00
			$ 1,000.00
EWO 5 Contract 6401, Project No. S-229(7) Debris Removal	All Required		$ 8,000.00
	Subtotal		$49,155.00
	Engr. & Cont.		4,915.00
	Total		$54,070.00

Length of Roadway - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Roadway	54,070.00	34,307.00	19,763.00
Subtotal	$55,070.00	$34,941.00	$20,129.00
Authorized Fund Status			
Work not covered by this est.	$39,930.00	$25,335.00	$14,595.00
Total	$95,000.00	$60,276.00	$34,724.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 2-4702
2-1067

Oregon State Highway Department

Federal Aid
Project No. ER-159(1)

LINCOLN CO. LINE - PHILOMATH SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 1006
Digger Cr.-N. Fk. Alsea River (MP 28.48 to MP 28.57)(MP 29.00 to MP 30.04)
(MP 44.07 to MP 44.07)

Clearing and Grubbing	All Required		$ 4,000.00
Tractor and Dozer	90 hours	$ 32.50	2,925.00
Loose Riprap	6,000 cu.yds.	4.00	24,000.00
18-inch Steel Culvert Pipe, 16 Ga., Type "A" Coating	20 lin.ft.	8.00	160.00
24-inch Steel Culvert Pipe, 16 Ga., Type "A" Coating	55 lin.ft.	12.00	660.00
30-inch Steel Culvert Pipe, 14 Ga., Type "A" Coating	10 lin.ft.	18.00	180.00
36-inch Steel Culvert Pipe, 14 Ga., Type "A" Coating	10 lin.ft.	22.00	220.00
			$32,145.00
Stone Base			$ 600.00
Flagging (57½$ of Contractor's Cost)			400.00
			$ 1,000.00
E.W.O. 5, Contract 6401, Project No. 8-229(7) Debris Removal	All Required		$ 8,000.00
	Subtotal		$41,145.00
	10% Engr. & Cont.		4,114.00
	Total		$45,259.00

Length of Roadway - - - - - - - - - - - - -0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 1,000.00	$ 50.00	$ 950.00
Roadway	45,259.00	2,250.00	43,009.00
	$46,259.00	$2,300.00	$43,959.00**

Work Retained in Program Status

Description	Total Cost	Federal Funds	State Funds
Work not covered by this estimate	~~$126,741.00~~ 76,741.00	~~$6,400.00~~ 3,800.00	$120,341.00** 72,941.00
		Total 6,150.00	

**NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to the full eligible pro rata when and if Federal funds become available.

(MEMORANDUM) Voucher No. 2 - Progress

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1958

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6) 11-30-65

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
IR 159(1)

PROGRAM APPROVED
March 11, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM March 11, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$33,888.04	$28,305.04	$5,583.00	
		63.45	$33,888.04	$28,305.04	$5,583.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. H. Haines
Controller

USCOMM DC 49073 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Profit 2-4702 D				$23,620.17	
	Pro-rata percentage				63.65	
					8,768.90	
	Sub-total pro-rata from U. S.				5,583.00	
	Contract Billing:					
	Profit 2-1067				26,305.04	
	Total pro-rata from U. S.				$33,888.04	

AMOUNT CARRIED FORWARD-

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
NOV 24 1965
FOR FILING

Ex 157(1)
6601

November 9, 1965

Floyd Graham Construction Company
P. O. Box 215
Lebanon, Oregon

#2

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an increase in the number of workdays from 60 to 66 days to complete Contract No. 6601 for grading and riprap on the Digger Creek-North Fork Aiken River Section of the Aiken Highway in Benton County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm

cc R. D. Asberry
L. L. Macintyre
F. D. Morgan
L. M. Young
C. M. Maines
Bureau of Public Roads

FORM E-30 -500 5-61 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1965

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

OFFICE

SUBJECT: Extension of Time
Digger Creek-North Fork Alsea River Section
Alsea Highway
Contract 6601

Attached is a request from Floyd Grahm Construction Co., contractor on the subject contract for an extension of the specified completion date from July 31, 1965 to August 6, 1965 without the assessment of liquidated damages. The contractor's request is based on delays caused by interferrence with the contractor's operation from an energized power line in the area of work.

A power company was reconstructing a power line through this area and other adjacent areas prior to the award of the subject contract. After the contract was awarded, the power company's contractor expedited their construction so that their work would not conflict with our contractor's operation. On completion of the power line reconstruction, the power company energized the line which caused our contractor to operate at reduced efficiency due to the fact that his crane, which was placing rip rap, was under this "hot" line. This materially changed the work conditions. However, the power line construction was under way when the contractor bid the job and no assurances were received from the power company that energization of the line would be delayed on completion of the line.

The specified completion date was July 31, 1965. The project was completed August 6, 1965 which is 6 calendar days beyond the specified completion date and amounts to $300.00 in liquidated damages based on a penalty rate of $50.00 per day.

While we are sympathetic with the contractor concerning the handicap of working under an energized power line, this cannot be considered as a valid reason for a time extension, since this was a condition over which we had no control and the

contractor could have assumed that the line might be energized during the life of the contract when he bid the project. We therefore recommend that the request be denied. This is a Federal-aid ER project. This matter has been discussed with the Bureau of Public Roads' Area and District Engineers who agree that the contractor was undoubtedly delayed by having to work under an energized power line. They concur in our recommendation for denial.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
R. D. Asburry

RECEIVED
SEP 17 1965
OFFICE OF
STATE HI

RECEIVED
OCT 12 1965
FOR FILING

ER 154(1)
6601

October 11, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6601 awarded to Floyd Grahm Construction Company for grading and riprap on the Digger Creek-North Fork Alsea River Section of the Alsea Highway in Benton County was completed on August 6, 1965, and accepted by the Highway Commission on October 8, 1965.

Final payment in the amount of $2,007.75 will be released to the contractor after October 18, 1965. The total contract amount is $40,875.71 including $879.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc Floyd Grahm Construction Co.
P. O. Box 215
Lebanon, Oregon

Victor S. Risley Company
308 Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 11 1965
FOR FILING
ER-159(1)
6601

October 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 6, 1965, on Contract No. 6601. The contract was with Floyd Graham Construction Company and was for grading and rigrap on the Digger Creek-North Fork Alsea River Section of the Alsea Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 8, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
OCT 6 - 1965
FOR FILING

EA-159(1)

1601

October 5, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 4, 1965 meeting

Gentlemen:

Floyd Graham Construction Company, contractor on the Digger Creek-North Fork Alsea River Section of the Alsea Highway in Benton County, Contract No. 6601, requests that the number of workdays on this contract be increased from 60 to 66 without the assessment of liquidated damages. The contractor alleges that he was required to work beneath an energized power line which caused him to use inefficient methods in accomplishing his work.

This power line was under construction at the time bids were received and in our opinion the contractor should have assumed that the line might conflict somewhat with his operations. For this reason, we must recommend that his request be denied. The six-day overrun in time represents $300 in liquidated damages.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

Enc.

DES:jkk RLP:ms fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6601 Contractor Floyd Cruim Construction Co.

Highway Alsea

Section Digger Cr.-N. Fork Alsea River

Kind of Work Grading and Riprap

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED OR GRANTED~~ DENIED. The reasons for such recommendation are as follows:

Consumers Power Company's contractor, Lebanon Electric, activated a power line through the work area after award of the contract, interfering with the placement and finishing of the riprap slope placed by the contractor, [redacted]. However, the power line was under construction at the time the project was advertised and the contractor could have assumed that the line might be energized during the life of the contract.

Recommended for Approval:

Asst Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6601
Project designation	ER-199 (1) Federal State-Federal
Date awarded	May 27, 1965
Work started	June 3, 1965
Per cent completed	100% August 6, 1965
Specified Completion Date	July 31, 1965
No. of Workdays Allowed	
Date of Completion	August 6, 1965
No. of Workdays Used	
No. of Added Workdays Requested	No Extension Requested

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..... Aug. 10 ....., 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... 60 ..... days to ..... 66 ..... days, within which to complete our Contract No. ..... 6001 ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Foreseeing competition for working space on this project, Lebanon Electric Co. who was installing a power line, expedited their work and had their line energized before we expected. This made it impossible for us to work a course effectively under the "hot" line and slowed our work appreciably. It was by then too late for us to change orders of work.

Respectfully submitted,

Floyd Graber Construction Co.
Contractor

By ..... Floyd Graber, President .....

CONSENT OF SURETY

Date ..... August 9 ....., 19 65

We, ... OREGON AUTOMOBILE INSURANCE COMPANY .....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

By: Victor S. Risley
Victor S. Risley, Attorney-in-fact

Countersigned:
Victor S. Risley Co., By: Victor S. Risley (SEAL)
Oregon Resident Agent

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Digger Creek, North Fork Alsea River	WEEK ENDING: August 14th, 1965	
HIGHWAY: Alsea	SECTION PREFIX:	COUNTY: Benton
NAME OF JOB: Digger Creed - North Fork Alsea River	KIND OF WORK: Grading and Riprap	
CONTRACTOR: Floyd Grahm Const. Co.	CONTRACT NUMBER: 6601	FEDERAL AID PROJECT NUMBER: ER - 159 (1)
DATE OF CONTRACT: May 27th, 1965	DATE WORK STARTED: June 3rd, 1965	ESTIMATED COMPLETION DATE: Aug. 6th, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 65	CALENDAR DAYS USED: 71
PROJECT AUTHORIZATION: $46,299.37	SPECIFIED COMPLETION DATE: July 31st, 1965	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $43,006.97	ENGINEERING AUTHORIZATION: $ 3,292.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $41,774.30	ENGINEERING COST TO DATE: $ 2,952.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: Aug 6, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Reprap	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	15.62				
MILES PARTIALLY COMPLETED	15.62				
MILES COMPLETED	15.62				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6000				
TOTAL QUANTITIES CORRECTED TO DATE	6198				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6198				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0		NOTED		
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Work Completed
MONDAY	Partly Cloudy			Work Completed
TUESDAY	Clear and warm			Work Completed
WEDNESDAY	Fair and warm			Work Completed
THURSDAY	Cloudy and warm			Work Completed
FRIDAY	Cloudy and warm			Work Completed
SATURDAY	Clear and warm			Work Completed

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Work Completed
MONDAY	Work Completed
TUESDAY	Work Completed
WEDNESDAY	Work Completed
THURSDAY	Work Completed
FRIDAY	Work Completed
SATURDAY	Work Completed

REMARKS

Semi-Final report turned into Division Office.

F INAL R E PORT

SIGNED _____ LOCATION Carrollton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 2 - 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-159(1)
16601 ✓

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 6, 1965, on Contract No. 6601, Digger Creek-N. Fork Alsea River Section, in Benton County, in connection with Federal-Aid Project No. BR-159(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 30, 1965

Conditions noted on above date: Contract work found to be substantially complete at time of final inspection on August 4, 1965. We have since been advised that the small amount of debris burning and riprap placement work was completed on August 6, 1965. Contract work is therefore considered acceptable.

REFERRED TO
Morgan Young
By Asst. State Hwy. Engr.
9-2-65

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

RECEIVED
AUG 9 - 1965

Form CD-97 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-159(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 4, 1965

In reply refer to: 08-35.4-DB

6601

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-159(1)
Digger Cr.-North Fk. Alsea River
State Force Order No. 1 - Contract No. 6601

Reference is made to your letter dated August 2, 1965 concerning subject order.

We are approving the use of State Forces, retroactive to our tentative verbal approval of July 23, 1965, as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contract provided for this minor amount of work to be performed by others.

2. The State has men, equipment and material available to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
Young W/ Land.
By Asst. State Hwy. Engr.
8-9-65

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-108—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 29 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Digger Creek-North Fork Alsea River Date July 7, 19 65

Highway Alsea Contract No. 6601 F. A. Project No. ER-159(1)

County Benton Prefix 2-1067 Account No. 241

Description of Work To Be Done:

Furnish and place stone base as per plans for project. Designated on plans to be done by others, and allowed for in authorization.

Location by Station Numbers:

Throughout project

Estimate of Quantities and Costs:

200 cubic yards of Crushed Rock Base

Material	$ 300.00
Equipment	200.00
Labor	100.00
	$ 600.00

Explanation:

Work to be done can be more effectively and econoically by State Forces. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 46,299.37
Present estimate of project cost, including $ 600.00 for work under this order	$ 46,299.37
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. McIntyre
L. L. McIntyre Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald O. Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 14 1965 By M. Martin
Title Area Engineer
U.S. Bureau of Public Roads

Date June 4th, 1965

Project Name DIGGER CREEK - NORTH FORK ALSEA RIVER
Highway ALSEA
County BENTON
Contractor FLOYD GRAHM CONSTRUCTION COMPANY
Address P. O. Box 215 Lebanon, Oregon 97355

Contract No. 6601
Profile 2-1067
F. A. Project No. BR-159(1)
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging, State Share

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Project authorization allows $400.00 for State's Share of Flagging Costs

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract provides that State shall bear 57½% of Flagging Costs.

This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 46,299.37
Present estimate of project cost, including $ 400.00 for work under this order	$ 46,299.37
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre
L. L. MacIntyre, Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asbury
Division Engineer

Approved /s/ L. H. Young
Office Engineer

State Printing 6M 10 65 46299.37

RECEIVED
JUN 7 - 1965

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : L. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-159(1)
Digger Cr.-N. Fork Alsea River Section
Grading and riprap

As requested in Mr. Young's letter of May 28, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 28, 1965 in the award of contract No. 6601 to Floyd Grahm Construction Co., of Lebanon, Oregon, low bidder in the amount of $40,155.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1965
FOR FILING

FILE
6.C-1

May 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 28, 1965 is requested in the award of contract for the Digger Cr.-N. Fork Alsea River Section, Project No. ER-159(1).

The contractor receiving the award is Floyd Grahm Construction Co. in the amount of $40,155.00 with the Contract No. 6601 assigned. This bid was received on May 18, 1965 and awarded May 28, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Asst. Office Engineer

DAR:jb

RECEIVED
JUL 12 1965
FOR FILING

ER-159(1)

6601

May 27, 1965

Floyd Graham Construction Company
P. O. Box 215
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for intermittent grading and riprap on Digger Creek-North Fork Alsea River Section of the Alsea Highway in Benton and Lincoln Counties for the sum of $40,155 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6601.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

cc

Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 21 1965

May 20, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Digger Cr.-N. Fork Alsea River
Project No. ER-159(1)

Dear Sir:

The above-mentioned project bid exceeded our estimate more than 10 per cent, and we would like to receive your concurrence in award of said project for the following reasons:

All bid prices were within our estimate with the exception of clearing and grubbing and loose riprap. The clearing and grubbing, as you know, usually includes all moving in and out costs, overhead and miscellaneous, and therefore is very flexible. In regard to the riprap, our estimate was very difficult to arrive at due to the uncertainty in the case of obtaining the material and the variable distance in haul.

It seems highly unlikely that we could rearrange or add to this project to make it more desirable from a contractor's standpoint and therefore obtain a more favorable bid. This project enjoyed a full three week advertising period and two bidders were all we could interest in it, so readvertising would net us nothing. Awarding this contract at this time to take advantage of the best construction season is most desirable.

With the above information in mind, it seems the logical conclusion is that our estimate was too low, and with the public interest in mind, the project should be awarded to the low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
M. H. Juve
R. H. Chase

RECEIVED
MAY 24 1965
FILING

COMMISSIONERS
GLENN E. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Digger Cr.-N. Fork Alsea River
Project No. ER-159(1)

Dear Sir:

The above-mentioned project bid exceeded our estimate more than 10 per cent, and we would like to receive your concurrence in award of said project for the following reasons:

All bid prices were within our estimate with the exception of clearing and grubbing and loose riprap. The clearing and grubbing, as you know, usually includes all moving in and out costs, overhead and miscellaneous, and therefore is very flexible. In regard to the riprap, our estimate was very difficult to arrive at due to the uncertainty in the case of obtaining the material and the variable distance in haul.

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With the above information in mind, it seems the logical conclusion is that our estimate was too low, and with the public interest in mind, the project should be awarded to the low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AUTEC
F B KLABOE

RECEIVED
MAY 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DAR:ia

cc: F. B. Klaboe
M. N. Juve
R. N. Chase

RECEIVED
MAY 4 - 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-159(1)
Bigger Creek-N. Fork Alsea River Sec.
Grading and Riprap

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved, as indicated in Mr. Wright's and Mr. Litchfield's April 21, 1965 reports.

The use of the Division 1 - General Requirements, Articles 6-7, 6-11 and 8-1 dated 3-1-65, and Section 415 - Riprap, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, unnecessarrance by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
APR 23 1965
FOR FILING

FORM E-30X—60M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1965

To: Mr. L. H. Young
Office Engineer

SALEM

SUBJECT: Right of Way Status
Digger Creek-N. Fork Section
ER Project - Alsea Highway

Mr. Turner has asked that a report of right of way status be submitted for the above listed project.

The Division Engineer advises me that no new right of way is needed for this contract. We continue to enjoy, therefore, all of our current rights in the present right of way.

The contractor should be able to enter and prosecute his work without delay or added cost.

WALTER T. WRIGHT
Right of Way Engineer

WTW:SM
cc: Fred B. Klaboe
George Rohde
C. E. Hainen

RECEIVED
APR 22 1965
OFFICE OF
HIGHWAY ENGINEER

NOTED
F. B. KLABOE

I-405-8(10) NW Johnson-SW Montgomery 1965
302 Sec., Stadium Freeway
#6602 Bldg. Demolition

RECEIVED
JUN 20 1966
SP*23401-734

FOR FILING
I-405-8(10)302
6602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1966

SUBJECT: Demolition Contract
Clearing Lots 5, 6, 7, 8 & 10,
Block 261, Couch's Addition,
Portland, Oregon

To: Mr. Floyd Query
Secretary
State Highway Commission
B U I L D I N G

On June 2, 1966, the Oregon State Highway Commission awarded the demolition contract to the Iversen Construction Company for the low bid of $3,380.00. This authority is set forth in Volume 51, Minute Book of the Oregon State Highway Commission.

We are attaching hereto the original copies of the contract and performance bond to be held in your office file until completion of the project. This work is to be completed by July 17, 1966.

W. H. HASKIN
Property Manager

jlc
Attach.
cc: H. V. Jackson

JSI:jw
4/7/66

Part G

CONTRACT

THIS CONTRACT, made and entered into this 2nd day of June, 1966, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State,"

and IVERSEN CONSTRUCTION COMPANY

, hereinafter called the "Contractor";

W I T N E S S E T H:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor, subject to the conditions provided herein

Three Thousand, Three Hundred & Eighty DOLLARS ($ 3,380.00)

in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on June 2, 1966, at which time the Secretary for

JSI:jw
4/7/66

the commission was authorized and directed to sign said contract for and on behalf of the commission. Said authority is set forth in Volume 51, Page _____, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:

Assistant State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

CONTRACTOR:

Iversen Construction Company
John E Weber (Secretary)

Executed by the Contractor
in the presence of:

JSI:jw
4/7/66

Part F

PERFORMANCE BOND

(Demolition Contract)

KNOW ALL MEN BY THESE PRESENTS:

The we, IVERSEN CONSTRUCTION COMPANY,

as principal, and GLENS FALLS INSURANCE CO.,

a corporation duly organized and existing under and by virtue of the laws of the State of New York and duly authorized to transact the business of surety in the State of Oregon, as surety, are jointly and severally held and bound unto the State of Oregon, by and through its State Highway Commission in the sum of

FIVE THOUSAND DOLLARS ($ 5,000.00), for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT,

WHEREAS, the principal herein has made and entered into a certain contract with the State of Oregon, by and through its State Highway Commission, a copy of which contract is annexed hereto and by this reference made a part hereof, under which contract the principal agrees to furnish certain materials and to perform certain work consisting of the demolition and removal of buildings located on the clearing of

Lots 5, 6, 7, 8 & 10, Block 261, Couch's Addition, Portland, Oregon;

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such contract and shall well and truly perform all matters and things by him undertaken to be performed under said contract upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall save and hold harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employees and agents, from any claim, suit or action for direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the contract by the principal or his subcontractors, then this obligation is to be void, otherwise, to remain in full force and effect.

JSI:jw
4/7/66

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Highway Commission.

Signed and sealed this 8th day of June, 1966.

PRINCIPAL Iversen Construction Company

By John E. Weber (Secretary)
(Official Capacity)

Attest: [redacted]
Secretary

SURETY GLENS FALLS INSURANCE CO.

By PAIGE S. JONES Paige S. Jones
Attorney-in-fact

Countersigned:

Resident Agent

APPROVED AS TO AUTHORITY OF ATTORNEY-IN-FACT AND RESIDENT AGENT FOR THE SURETY COMPANY.

STATE INSURANCE DEPARTMENT

BY Walter G. Carlson
Insurance Commissioner

RECEIVED
DEC 9 - 1965
FOR FILING

I-405-8(10)302

6602

December 9, 1965

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6602 awarded to Iverson Construction Company for building demolition on the N. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Multnomah County was completed on October 1, 1965, and accepted by the Highway Commission on December 8, 1965.

Final payment in the amount of $7,238.50 will be released to the contractor after December 16, 1965. The total contract amount is $137,132.15 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Iverson Construction Co.
334 Umberger Road
San Jose, California

Mr. Richard E. Ashton
901 S.E. Oak Street
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1965
FOR FILING
I-405-8(10)E02
6602

December 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 1, 1965, on Contract No. 6602. The contract was with Iverson Construction Company and was for building demolition on the N. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. K. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. W. Johnson - S. W. Montgomery		WEEK ENDING: October 22, 1965
		SECTION PREFIX: 626-1047
HIGHWAY: Stadium Freeway		COUNTY: Multnomah
NAME OF JOB: N.W. Johnson - S.W. Montgomery	KIND OF WORK: Demolition	
CONTRACTOR: Iversen Construction Co.	CONTRACT NUMBER: 6602	FEDERAL AID PROJECT NUMBER: I-405-8(10)302
DATE OF CONTRACT: May 27, 1965	DATE WORK STARTED: June 30, 1965	ESTIMATED COMPLETION DATE: October 1, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 128	CALENDAR DAYS USED 128
	SPECIFIED COMPLETION DATE: October 1, 1965	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 151,841.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 141,043.65	ENGINEERING AUTHORIZATION: $ 10,797.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 137,132.15	ENGINEERING COST TO DATE: $ 6,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.8 %	PERCENT OF AUTHORIZATION: 53 %	DATE PROJECT WAS COMPLETED: 10-1-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Demolition 100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	"			
WEDNESDAY	Fair			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
OCT 25 1965
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor has completed his work on this project. Office personnel working on semi-final estimate.
TUESDAY	Same
WEDNESDAY	Submitted semi-final estimate.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted on Wednesday.

This is final report on this project.

Routing: Const Eng'r
Div. Eng'r
B.P.R.
Files

SIGNED James Don, Resident Eng'r LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 5 - 1965
FOR FILING

I was glad to do it

FORM E-1255 5ON 5-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY
FROM
B. P. R. OREGON DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 7, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 1, 1965, on Contract No. 6602, N. W. Johnson-S. W. Montgomery Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(10)302.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 11-1-65

Conditions noted on above date:

None

REFERRED TO
J. Morgan
By Asst. State Hwy. Engr.
11-5-65

A. W. Parsons
Division Engineer

BY: G. R. Brooks
District Engineer

WNB/jct

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 - 1965
FOR FILING

I-405-8(10)302

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6413

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 4, 1965

In reply refer to: 08-35.DA-4

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

KLABOE

SUBJECT: Oregon Project I-405-8(10)302
Johnson-Montgomery Section, Stadium Freeway
Demolition Cnntract

Inspections on the above project have indicated considerable difficulty between the contractor and the city in obtaining permits, various street and sidewalk rental costs, and additional insurance required, apparently by city code.

It was understood initially that the contractor submitted to city officials a list of the buildings he expected to demolish, expecting to get a permit allowing the work to proceed. He since has been held up, by the city, which required him to obtain permits on a building-by-building basis. Sometimes approval of these permits has taken up to 3 days. Fees have been charged for all of these permits, and rental for sidewalk and street areas has been assessed. Some building demolition was held up because of water leins against the property. Additional liability insurance was necessary in order that he may be allowed to continue work.

We question if the true intent of the Federal Aid Highway program is being carried out by delays and excessive charges imposed by the city. We recognize that the orderly processing of permits and anticipated work of the various police and fire protective agencies are expected costs but it appears that these costs are high and the State's liability insurance should adequately cover the contractor in his demolition operation.

We would appreciate your investigation into the above matters. It would appear at first glance on this contract, that city officials did not attempt to cooperate in accordance with the signed city agreement. If additional city ordinances are required to pursue the work, the city should be encouraged to pass these ordinances. Public Roads considers this project to be similar to any construction project within the city limits of Portland, and it is expected that city officials should consider the project in a similar fashion.

copy to McKinney 10-5-65

ROUTED
F. B. KLABOE

REFERRED TO
Morgan - Al Johnson - Young
By Asst. State Hwy. Engr. 10-6-65

RECEIVED
OCT 5 1965
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 29 1965

I-405-8(14)302
6602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 23, 1965

To: MEMO TO THE FILES

SUBJECT: N. W. Johnson-S. W. Montgomery
Contract: 6602

On Tuesday, July 20, a meeting was held in the office of Mr. Norman Dulard, Portland City Engineer. The meeting was requested by this office and set up by Mr. Fred Fowler. Present at the meeting were the following:

Norman Dulard	City of Portland
Fred Fowler	City of Portland
C. A. Dow	City of Portland
Don Bergstrom	Traffic Engineering
Bill Land Lind	City Engineer's Office
C. C. Crank	Chief Building Inspector
F. Stiner	Building Inspector
Richard Iverson	Iverson Construction Company
A. E. Johnson	Highway Department
A. V. Benedict	Highway Department
J. J. Smith	Highway Department
James Don	Highway Department

It was explained that because of complaints by individuals, the City of Portland and by the Fire Marshall on methods of razing buildings by individual salvage, we had worked up a demolition contract to demolish all buildings possible and obliterate eyesores, et cetera. Complaints from our contractor indicated that he was having difficulty in obtaining necessary permits and necessary street closures in order to prosecute his contract. Contact had been made with the City Traffic Engineer's office and permission obtained to close certain streets, which closures were not recognized by the City of Portland Permit Bureau. It was explained that the meeting had been requested in order to establish some procedure whereby work could progress as quickly as possible.

NOTE
F.B. KL

Mr. C. C. Crank, Chief Building Inspector, explained that two meetings had been held with representatives of the State (probably City-County Relations) and it was determined that Mr. J. J. Smith, Right of Way Supervisor, attended one some time in June. He explained that due to complaints by individuals and the fire marshall on methods of razing buildings without closing streets, objections to blocking streets by debris and objections to fire hazards had prompted a new code to be made up and adopted. This new code was effective for our demolition contract and presumably the contractor had opportunity to become aware of the provisions prior to bidding.

It developed that our contact with the City Traffic Engineer's office has resulted in error in their granting permission for street closures and it appeared obvious that the representative of the City Traffic Engineer's office had assumed that this particular street closure was similar to those contained in our actual construction contracts; whereas street closures under demolition contracts must be covered by council ordinance.

Mr. Crank explained that the Permit Bureau is able to issue a permit without ordinance for usage of one-third of the street, but more than this requires council ordinance.

I proposed the question as to whether or not a blanket ordinance could be adopted by the City Council providing for all necessary closures, as requested by the contractor, with the actual implementation to be by approval of the City Engineer. Mr. Bill Land of the City Engineer's office indicated that he thought such an ordinance could be approved by the Council and as such, were to be adopted that request for actual closure be routed through the City Engineer's office by the permittee or the contractor. In the event that such an ordinance could be prepared and executed, the contractor would still be required to obtain sidewalk permits for closures and any other necessary permits for street closures.

On Thursday, July 22, an ordinance covering the requested closures by the contractor was passed by the City Council and it is believed that the contractor will now be able to progress with his contract at a much more acceptable rate.

At the meeting on Tuesday, July 20, it was suggested by the City Engineer's office, particularly Mr. Dow, that another meeting be held prior to awarding an additional contract for demolition. He requested that if possible the State process agreements for not only the demolition contracts, but other contracts, earlier so that the City could have their agreements prior to actual awarding of contracts. A complaint was made that plans were also late in

getting to the City for our projects. It was suggested that possibly the State should and could specify by agreement with the City that they would obtain necessary permits, possibly with a waiver of fees by the City, and in this manner necessary street closures, et cetera, could be worked out more expeditiously. This was discussed briefly with Mr. Fred Klabee who indicated disapproval of such a procedure and felt that the State should not obligate the Commission for action of a contractor and that we should continue to require contractors to obtain all and any necessary permits.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc F. B. Klabee
F. D. Morgan
James Don

RECEIVED
JUL 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1965
FOR FILING

I-405-8(10)302

6602

July 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 28, 1965, on Contract No. 6602, N. W. Johnson - S. W. Montgomery Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(10)302.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ke

RECEIVED
JUN 30 1965
COUNTY CLERK
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID W. SIMPSON, MEMBER
PORTLAND
FLOYD OLSEN, SECRETARY
SALEM

I-405-8(10)302

6602

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 30, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome Street
San Francisco, California 96104

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract No. 6602, awarded May 27, 1965, to Iversen Construction Company for building demolition on the N. E. Johnson-S. E. Montgomery section of the Stadium Freeway in Multnomah County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

cc: Richard E. Ashton
901 S. E. Oak Street
Portland, Oregon

RECEIVED
JUN 30 1965
COMMISSIONERS
FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-405-8(10)302

6607.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 30, 1965

Iversen Construction Company
354 Umbarger Road
San Jose, California

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6602, awarded May 27, 1965, for building demolition on the N. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required,
Date JUL 9 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

I-405-8(10)302
6602

Project Name N. W. Johnson-S. W. Montgomery
Highway Stadium Freeway
County Multnomah
Contractor Iversen Construction Co.
Address 354 Umberger Road, San Jose, Calif.

Date June 25, 1965
Contract No. 6602
Prefix 626-1047
F. A. Project No. I-405-8(10)302
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pour concrete footings ar und line posts.
1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentages allowable to contractor in accordance with executed contract for the project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Equipment	$ 25.00
Labor	75.00
Materials	100.00
Total	$ 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Amount set up in original authorization to stabalize line posts when placing the fence.
Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$151,841.25
Present estimate of project cost, including $ 200.00 for work under this order	145,767.60
Expected under-run ~~over-run~~ amount	$ 6,073.65
Expected under-run ~~over-run~~ per cent	4.0%

Space for use of this line and the following lines by State Highway Engineer or Assistant State Highway Engineer, Salem Office

Submitted by: /s/ James Don Resident Engineer

Approval Recommended: /s/ Edward Hardt Asst. Division Engineer

State Treasurer orig to Young 7-27-65

Approval Recommended: John A. Bond for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young Assistant State Highway Engineer, Salem Office

NOTED
L. E. Kloch

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-6		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY: Multnomah
5		PROJECT NO.: I-405-8(10)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 N.W. Johnson to S.W. Montgomery, Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.000
OTHER *(Specify)*		

FUNDS — Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 148,467.00	$ 136,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Asst. State Highway Department
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: ~~A. W. Parsons~~ (Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 7-12-65

Oregon State Highway Department

Federal Aid
Project No. I-405-8(10)302

N.W. JOHNSON-S.W. MONTGOMERY SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1965

Type Code Y004
Building Demolition (Sta. 395+00 to Sta. 449+00)(Contract No. 6602)

Demolition of Buildings	All Required		$128,975.00
Tractor and Dozer	25 hours	$15.00	375.00
6' Chain Link Fence	2,000 lin.ft.	2.71	5,420.00
			$134,770.00
Concrete Footings for Fence Posts	All Required		200.00
	Subtotal		$134,970.00
	10% Engr. & Cont.		13,497.00
	Total		$148,467.00

Length of Project - - - - - - - 0.000 Mile

Federal Funds -	$136,900.00
State Funds -	11,567.00
	$148,467.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-405-8(10)302

N.W. JOHNSON-S.W. MONTGOMERY SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 17, 1965

Type Code Y-004
Building Demolition (Sta. 395+00 to Sta. 449+00)

Demolition of Buildings	All Required		$115,000.00
Tractor and Dozer	25 hours	$17.50	437.50
6' Chain Link Fence	2,000 lin.ft.	2.75	5,500.00
			$120,937.50
Concrete Footings for Fence Posts	All Required		200.00
	Subtotal		$121,137.50
	10% Engr. & Cont.		12,113.50
	Total		$133,251.00

Length of Project - - - - - - - - - - - 0.000 Mile

Federal Funds -	$122,500.00
State Funds -	10,751.00
	$133,251.00

N.W. JOHNSON-S.W. MONTGONERY SECTION

PROJECT NO. I-405-8(10)302

Tabulation of estimated cost of demolition of individual building and salvage credit, if any.

Building	Demolition Cost	Salvage	Total Cost
A	$ 500	$ -	$ 500
B	2,000	-	2,000
C	1,000	-	1,000
D	1,500	-	1,500
E	50	-	50
F and F^1	5,000	-	5,000
G	4,500	-	4,500
J	7,500	-	7,500
K	1,500	-	1,500
L	1,500	-	1,500
M	2,000	250	1,750
N and P	1,200	-	1,200
Q	500	-	500
T	1,750	-	1,750
V	2,000	-	2,000
X	2,500	-	2,500
Y	800	50	750
B^1	$ 500	-	$ 500
C^1	600	-	600
C^2	1,000	-	1,000
C^3	3,000	-	3,000
D^1	62,000	-	62,000
K^1	750	-	750
K^2	750	-	750
K^3	1,000	-	1,000
K^4	8,000	-	8,000
	$113,400	$300	$113,100
Debris Cleanup and Basements			2,400
Estimated Cost			$115,500

Oregon State Highway Department

Federal-Aid
Project No. I-405-3(10)302

N.W. JOHNSON-S.W. MONTGOMERY SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1965

Type Code 7005
Building Demolition (Sta. 395+00 to Sta. 449+00)

Demolition of Buildings	All Required		$65,000.00
Tractor and Dozer	25 hours	$17.50	437.50
6' Chain Link Fence	2,000 lin.ft.	2.75	5,500.00
			$70,937.50
Concrete Footings for Fence Posts	All Required		200.00
	Subtotal		$71,137.50
	10% Engr. & Cont.		7,113.50
	Total		$78,251.00

Project Length - - - - - - - - - - - - - - - 0.000 mi.

Federal Funds	$72,000.00
State Funds	6,251.00
	$78,251.00

[redacted]

Project No. I-405-2(10)302

Tabulation of estimated cost of demolition of individual building and salvage credit, if any.

Building	Demolition Cost	Salvage	Total Cost
A	$ 500	$ -	$ 500
B	2,000	-	2,000
C	1,000	-	1,000
D	1,500	-	1,500
E	50	-	50
F and Pl	5,000	-	5,000
G	4,500	-	4,500
J	7,500	-	7,500
K	1,500	-	1,500
L	1,500	-	1,500
M	2,000	250	1,750
N and P	1,200	-	1,200
Q	500	-	500
T	1,750	-	1,750
V	2,000	-	2,000
X	2,500	-	2,500
Y	800	50	750
Z1	500	-	500
Z2	600	-	600
Z3	1,000	-	1,000
Z11	1,200	-	1,200
Z12	12,000	-	12,000
Z13	750	-	750
Z14	750	-	750
Z4	1,000	-	1,000
	8,000	-	8,000
	$61,600	$300	$61,300

Debris Cleanup and Basements	$ 2,200 4/
Estimated Cost	$63,500

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

FROM: A. W. Persons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(10)302
N.W. Johnson-S.W. Montgomery Section
Building Demolition

As requested in Mr. Young's letter of May 28, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 28, 1965 in the award of contract No. 6602 to Iverson Construction Co., of San Jose, California, low bidder in the amount of $134,770.00 at the May 18, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUN 1 - 1965
FOR FILING

6602

May 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 28, 1965 is requested in the award of contract for the N. W. Johnson-S. W. Montgomery Section, Project No. I-405-8(10)302.

The contractor receiving the award is Iverson Construction Co., San Jose, California in the amount of $134,770.00 with the Contract No. 6602 assigned. This bid was received on May 18, 1965 and awarded May 28, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemantion proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Asst. Office Engineer

DAR:jb

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JUL 12 1965
FOR FILING

I-405-8(10)302

6602

May 27, 1965

Iverson Construction Company
354 Umberger Road
San Jose, California 95111

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for 1.02 mile building demolition on the H. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Portland in Multnomah County for the sum of $134,770 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6602.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hosi, Assistant Secretary

go

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. C. Savage (SLAC)
I. D. Merchant

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MAY 21 1965
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May 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

N.W. Johnson-S.W. Montgomery
Project No. I-405-3(10)302

Dear Sir:

Bids received May 18, 1965 on the above-mentioned project exceeded our estimate more than 10% and we feel it is in the public interest to award the contract at this time to the low bidder for the following reasons:

On May 17, 1965 an article appeared in the Daily Journal of Commerce stating that the city would not issue burning permits for this type of work and specifically mentioned this project. This announcement was issued by the Air Quality Control Division of the City of Portland.

We sent you a late revised estimate which our cost analyst assures us did not include the extra cost for hauling the burnable material away.

We received bids from three reputable contractors, giving us good representation. Further advertising for bids would only delay our construction schedule and add to the possibility of accidents to individuals in the area from unoccupied buildings and open basements.

We feel this information should give you sufficient justification to concur in the award of this project.

Very truly yours,

DAR:cr

Forrest Cooper
State Highway Engineer

cc: F. B. Klaboe
H. E. Juve
R. H. Chase

By

L. H. Young

Form [illegible] UNITED STATES GOVERNMENT
(11-38) (Rev.)
A.O. [illegible]

RECEIVED
MAY 7 1965

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 6, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(9)302, S.W. Montgomery-S.W. Broadway Section
City of Portland Water Bureau Utility Adjustment

Our memorandum dated March 29, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The original agreement and supplement between the above-mentioned City and the State Highway Commission dated April 13, 1962 and November 24, 1964 covering utility adjustments and traffic control measures were approved by this office on July 9, 1962 and December 2, 1964 respectively. A final supplement dated April 20, 1965 was approved by this office on April 30, 1965. We now approve the plans and estimate which includes the cost of adjusting a 6 inch water main which we authorized on April 13, 1965, for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated May 4, 1965.

Our program memorandum dated March 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

MAY 10 1965
OFFICE OF
[illegible]

NC
F.E. Kunde

mail to Young
5-10-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 5 - 1965
FORM E-90X—50M—1-65 SP*6418-734
FOR FILING

I-405-1(10) 3A1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1965

SUBJECT: Demolition Contract
Stadium Freeway

To: Mr. Walter T. Wright
Right of Way Engineer
Building

This is to retract my letter of April 27, 1965 in regard to adding five new files to the demolition contract for the May 18 letting. Apparently four of the five files were in some way encumbered, therefore, none of them will be added to the contract as presently advertised.

It would be in order, at this time, to review the remaining files in this area which have been sold for salvage work so that another "clean-up" contract could be let, possibly on the August 10 opening. This would require that data be prepared and delivered to Frank Hall by May 25 so that the standard time routing for "minor projects" can be maintained.

As previously discussed, possibly now would be the time for starting some "salvage-demolition" work on unsold buildings with some salvage value, unless some other alternate has been worked out which is acceptable to the City. This could be coupled with the suggested "clean-up" contract or, if desirable, let separately.

In any event, the contract which has been advertised will go a good way toward cleaning up the complaints of the City and, if one more contract would finish the job of removing the partially demolished buildings and all future sales were on a complete demolition basis, we would then be in the clear of these hazards in the future.

We will assume that these contracts will be prepared and processed through the Metropolitan office in future unless advised to the contrary.

F.D. Morgan
Construction Engineer

By
A.D. Olson
Urban Engineer

ADO:jp

cc: F.E. Klaboe
B.J. Hardt - Metro
J.J. Smith - Metro
H.J. Jackson - Metro

RECEIVED
F. E. KLABOE
RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1965

Mr. Torrent Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

April 26, 1965

08-35.2-8A

A. W. Tarsono, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-405-8(10)302
N.W. Johnson-S.W. Montgomery St. Sec.
Building Demolition

P. S. & E. documents for the subject project have been reviewed and hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance provided, and further that control of access rights has been acquired and no utility adjustments involved, as indicated in Mr. Wright's and Mr. Litchfield's April 26 and April 22, 1965 reports.

Conditional approval is with the understanding that the following actions will be given consideration:

(1) The plans will be corrected to exclude buildings that have already been demolished. It is further recommended that you determine if it is feasible to include in the contract several other improvements such as an old frame building on the north side of S.W. Jefferson Street, and whether it would not be more economical to demolish the complex of old frame apartment buildings at N.W. 15th and N.W. Everett Street at the same time rather than demolishing only one at this time (CJ).

(2) State to provide estimate of project cost which includes a breakdown on each improvement as to cost of demolition, salvage, and net demolition and/or net salvage.

(3) State to provide information as to the salvage return received on each improvement which was previously sold by the Property Manager. Data to include deposits for performance that have been retained by State due to purchaser's failure to perform.

(more)

orig to Jones + Litchfield 4-30-65

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APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

(4) We will waive our previous requirement for plus or minus bids due to the minimal nature of the salvage involved. On future demolition projects, plus and minus bids will be required on each improvement in accordance with the procedures outlined in the State Right of Way Manual-Section 9.28.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Division I - General Requirements, Article 8-1 Bulletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Attach.

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APR 27 1965
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FORM E-BOX—SOM—1-65 SP*5418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1965

To: Mr. L. H. Young
Office Engineer

SALEM

SUBJECT: Right of Way Status
Building Demolition
Stadium Freeway

This will certify that the State Highway Commission is the owner of the property upon which the buildings to be demolished under subject contract are situate.

To the best of my knowledge and belief any rights of other persons on these structures have been terminated and there is no reason that the successful bidder for this work might not proceed immediately with the prosecution of his contract.

While it has no apparent application to the current contract, I further state that all private rights of access to the right of way area have been procured.

Relocation advisory assistance was tendered to all former occupants who were in possession of the property on or after November, 1962.

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SH
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison

NOTED
F.B. KLABOE

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APR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 15 1965
FOR FILING

I-405-1(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1965

SUBJECT: Demolition Contract (May 18, 1965)
N. W. Johnson St. - S. W. Montgomery St.
Stadium Freeway

To: Mr. Walter T. Wright
Right of Way Engineer
Building

The following partial list of buildings, which will appear on the first demolition contract in this area, possibly have not been cleared in accordance with the contractors' signed agreements. There are also, as far as we can determine, performance bonds still on deposit with us to guarantee clearance of the properties. Some consideration of these bonds should be made before the contract is let for bids.

File No.	Contractor	Amount of Bond	Expiration Date
33898	W.P. Fowler	100.00	2-28-65
33892	John Baron	200.00	2-28-65
33681)	Sid Gasser	800.00	1-31-65
34692)			
34693)			
33675	Sid Tipper	1,000.00	3-21-65
33647	Sid Gasser	200.00	1-31-65
33953)	Harold Shue	800.00	2-15-65
33952)			
33959)			
33960)			
33954	Sid Gasser	200.00	2-15-65

Please check these out, as well as any other areas that would fall in this or following contracts, and advise us as to any difficulties that might arise which would require their removal from the demolition contracts.

NOTED
F.B. KLABOE

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

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APR 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

HWG:jp

CC: F.B. Klaboe
A. E. Johnson
J. J. Smith

RECEIVED
APR 8 - 1965

FORM S-30X—SON—1-65 SP-0418-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1965

SUBJECT:

To:
Mr. Walter T. Wright
Right of Way Engineer
Building

NOTED
F. B. KLABOE

The following list of buildings, unless advised otherwise by you, will appear on a demolition contract to be let in mid-May, 1965:

33598 - Rehabilitation Center. 1615 S. W. 14th Avenue. Two-story, concrete. Walls and beams.

33951 - 1533 S. W. 13th Avenue. Two-story concrete apartment house.

33960 - 1425 S. W. 13th Avenue. Two-story concrete warehouse.

33648 - 1338 S. W. Jefferson Street. One-story clay and tile store. Basement on southwest corner of S. W. Jefferson and 13th Avenue.

33657 - 1033 S. W. 13th Avenue. One-story concrete office building.

33675 - 1329 S. W. Yamhill Street. One-story concrete and tile office building.

33681 - 525 S. W. 14th Avenue. Two-story concrete building.

34693 - 1405 S. W. Alder Street. Two-story brick and concrete warehouse.

34690 - 1440 S. W. Washington Street. One-story concrete shack.

32387 - 1216 S. W. Hall Street. Two-story concrete office building.

To be removed under Montgomery - Broadway grading and.

37259 - 1724 S. W. 13th Avenue. Two-story frame apartment building.

33954 - 1534 S. W. 14th Avenue. One-story tavern and residence.

33953 - 1501 S. W. 13th Avenue. Residence and store.

33647 - 1335 S. W. 13th Avenue. Two-story residence.

33651 - 1230-32 S. W. 14th Avenue. (2) two-story residences.

33654 - 1102 S. W. 14th Avenue. Two-story brick apartment house.

33673 - 827 S. W. 13th Avenue. Two-story office building.

33692 - 1529 N. W. Couch Street. Two-story frame duplex.

33884 - 336-338 N. W. 16th Avenue. Two-story residence and store.

33892 - 1519 N. W. Irving Street. One-story concrete warehouse.

33898 - 1534 N. W. Johnson Street. Two-story frame residence.

The following list of buildings will appear on a demolition contract to be let approximately one month after the previous contract:

33668 - 920 S. W. 14th Avenue. Two-story residence.

33669 - 926 S. W. 14th Avenue. Two-story residence.

33666 - 900-910 S. W. 14th Avenue. One-story store.

33672 - 1307 S. W. Taylor Street. Five-story concrete apartment house.

33678 - 1335 S. W. Morrison Street. Two-story brick building.

33693 - 1535 N. W. Couch Street. Two-story frame duplex.

33893 - 713 N. W. 15th Avenue. Two-story frame residence.

33662 - 1315 S. W. Salmon Street. Five-story concrete and frame apartment house.

An immediate check should be made on the first group of buildings in order to make sure we are not encroaching on the rights of other parties, and also to see whether or not a forfeiture of bonds is in our best interests. Please advise us as to your findings.

F. D. Morgan
Construction Engineer

By H. Wayne Grieen Jr.
A. D. Olson
Urban Engineer

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jp

cc: F. B. Klaboe
A. E. Johnson
J. J. Smith

RECEIVED
JUN 23 1965
FOR FILING

I-405-8(10)-302
6602

April 6, 1965

M. W. Johnson
S. W. Montgomery

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for three projects, Items 399 through 401, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHC:ew

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72
CARD 2	1	I-405 NW Johnson to SW Montgomery (Portland)	ADT	38,000	107,000	85

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH'Y (74)(75
CARD 3	Building Demolition (Part)							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	M
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I / FEDERAL-AID I-405

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)(76)
1										
5					PE		I-405 NW Johnson to SW Montgomery (Portland)			
5					ROW					
5					CONST (CODE) Y004			0.00	50,000	46,000
							PROJECT TOTALS	0.00	50,000	46,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Item 35-B, Project I-405-8(2)3
covers only a part of the buil
project. Demolition of the re
project or projects.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ortland) (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		38,000	107,000	85	08	Oregon	35	042	401

(60)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. (27)
						I-	405-8(10)		302	

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-405 (32) — STATE (36) (37) — U.S.: I-405 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Building demolition (part) within the right of way preliminary to const of future six 12' lanes H.T. pave. with 10' shoulders.
0.00	50,000	46,000	4,000		ROW - 250' normal; access control - full; parking restrictions - complete. Utilities: Adj. required incl. prep. work.
0.00	50,000	46,000	4,000		

(16) (23) (24) (33)

REMARKS

Additional data - Item 35-A, Project I-405-8(1)301, Item 35-B, Project I-405-8(2)301 and Item 35-C, Project I-405-8(3)301. This project covers only a part of the buildings which must be removed for the construction project. Demolition of the remaining buildings will be programmed as a separate project or projects.

USCOMM DUSCOMM-DC 48905-P61

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FIELD

Klaus Wright

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: April 2, 1965

In reply refer to 08-35.7/411.9

REFERRED TO
Young
Date: 4/2/65 By: JSK
For: Morgan is working on a job for you. Please check with J. Morgan when it.

SUBJECT: Oregon Projects I-405-8(3)302, I-405-8(4)303, I-405-8(2)301
Stadium Freeway Section
Removal of hazardous buildings

Due Date: May 15 Letter

Recent field inspections of the right of way now being cleared for the Stadium Freeway indicate there are a number of multi-storied buildings that have been gutted, leaving only high standing walls. These buildings were sold at public auction sales to private individuals, in order that the State could maximize their salvage return. The stipulations of such sales evidently allowed the purchasers to raze the buildings but leave the exterior walls standing for later demolition. This procedure seems entirely satisfactory in those instances where the remaining walls do not constitute a hazard to the public. However, there are some buildings along the Stadium route involving multi-storied units where high walls have been left standing that could possibly topple during a slight earthquake or a high wind, with the possible result in injury to individuals or damage to adjoining property.

Therefore, while we have no objection to you following your present procedure of auctioning improvements to private individuals to maximize salvage, we recommend that in those instances where a hazard might result to the public, that one of the requirements of removal be that the walls be removed and the basement area filled or sloped off. If such provisions make sales to private individuals impractical, then we would recommend that buildings that would constitute a hazard not be sold at public auctions, but that special demolition contracts be let.

We request your comments and advice as to the best procedure to follow in these instances, in order to remove such hazardous structures and still maximize your salvage return.

In those instances where special demolition contracts might be contemplated, bid proposals must provide for showing plus or minus bids on each structure to be included in the demolition contract. Only in this manner can the State be reasonably certain it is receiving credit for any salvage values the buildings may have.

orig to Young 4-7
Copy to Wright
4-6-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 24 1965

Salem, Oregon
March 23, 1965

Mr. F. D. Morgan
Construction Engineer

At your earliest convenience, please discuss with me setting up contract for partial or total demolition of various sized areas on the Stadium Freeway route. Prior to contacting me, you might locate a map that shows which buildings have been partially demolished and the limits of the right of way for the next unit of the Stadium and the first unit of the Sunset Highway from 14th to Highlands Interchange.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

NOTED
F.B.KLABOE

FORM E-30X—30M—7-64 SP*6230-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1965

SUBJECT: Demolition of Buildings
Stadium Freeway

To: Mr. F. D. Morgan
Construction Engineer

B U I L D I N G

Attention Mr. D. J. Barbee
Assistant Construction Engineer

Certain buildings which have come into our possession in acquiring Stadium Freeway right of way have not lent themselves to sale for removal or for complete salvage. Buildings in this category have been subject to a gutting type of salvage sale leaving a remnant consisting of walls and the minimum structural elements necessary to keep those walls standing.

Some concern, probably justified, has arisen on the part of both highway and city officials relative to the safety of the public in relation to these gutted shells.

I recommend that a demolition contract be prepared for letting at the earliest possible date to cover the 12 buildings which are listed in the attached letter.

It seems likely that the greatest return in dollars to highway funds and the proper regard to public safety are compatible, if we can think in terms of the letting of probably two more demolition contracts prior to the opening of bids for the construction between Montgomery and Johnson. It is my understanding that the project will not be ready for construction bidding until spring or early summer of 1966.

I cannot recommend a suspension of our practice of gutting these buildings prior to demolition. A fairly substantial return is obtained from this activity and I believe that the Blatnik Committee hearings in Florida clearly demonstrates that a public agency gets no credit for such salvage under the normal demolition contract.

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:gc
cc - Lloyd P. Shaw
G. E. Rohde
W. H. Haskin

LLOYD P. SHAW

FORM E-80 60M 6-62 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 2, 1965

SUBJECT: Sunset-Fremont Section
Stadium Freeway
Pacific Highway
Multnomah County

RECEIVED
MAR 4 1965
LEGAL & RIGHT OF WAY

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

In accordance with your instructions, the list of vacant buildings available for demolition by March 15, 1965 is submitted as follows:

33598 - Rehabilitation Center. Corner of S. W. Mill and 14th Avenue. Two-story, concrete. Walls and beams.

33951 - Rowe. Corner of S. W. 13th and Market. Two-story apartment house, concrete. Walls.

33960 - Hughs. 1425 S. W. 13th. One-story warehouse, concrete. Walls.

33648 - Leveton. 1338 S. W. Jefferson. One-story store, clay and tile. Walls.

33657 - 13th and Main Corporation. 1033 S. W. 13th. One-story office building, concrete. Walls.

33662 - P & K Investment Co. Almira Apartments, 1315 S. W. Salmon. Five-story, concrete and frame. Walls and floors.

33675 - Sweeney. 1329 S. W. Yamhill. One-story office, concrete and tile. Walls.

33681 - Kelly. 525 S. W. 14th. Two-story garage, concrete. Walls and floors.

34693 - Ball. 1405 S. W. Alder. Two-story warehouse, brick and concrete. Walls and floors.

RECEIVED
MAR 4 1965
RIGHT OF WAY

34690 - Barnard. 1440 N. W. Washington. One-story concrete shack. Walls.

33882 - Derville. 319 N. W. 15th. Four-story apartment, frame.

32387 - Harder. 1216 S. W. Hall Street. Two-story office, concrete. Walls.

Reference to walls and floors indicate demolition required.

H. V. Jackson

H. V. JACKSON
Property Agent

HVJ:jc

cc Mr. J. J. Smith

RECEIVED
MAR 5 - 1965
FORM B-30X—8OM—7-64 SP 8230-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 2, 1965

To: MEMO TO THE FILES

SUBJECT: Building Demolition
Stadium Freeway

I attended a meeting this morning in Commissioner Bowes' office. The following people were present representing the City: Messrs. Rosenthal, Fowler, Wendt, Bergstrom, Crank, Lindstedt and Lind. Besides myself, Mr. Smith and Mr. Jackson of the Right of Way Division were present.

The meeting was called by Mr. Crank whose title is Chief Building Inspector, City of Portland, to discuss the State's plans for demolishing the remaining buildings on the Stadium Freeway. He was particularly concerned with our proposals for the Carlton Hotel, a 7-story reinforced concrete structure. He stated that it would be possible in the case of the Carlton Hotel for the State to vacate S. W. Washington Street between 13th and 14th Avenues and to obtain from the City Council an ordinance prohibiting pedestrian traffic entirely around the building during the demolition work. Mr. Crank also discussed the problems that would arise with the demolition of many of the other remaining buildings. He stated that in general the City would adhere to a policy requiring the State (or the State's contractor) to only salvage portions of buildings which are not a structural part of them. In other words, in addition to the exterior walls, we would be required to leave in all the main beams, rafters, trusses and interior structural walls. It was also the general consensus that the State should proceed with the actual razing of the structural portions of the building as soon as possible following the salvaging operation.

F. B. Klaboe
Metropolitan Engineer

FBK:sh
cc Lloyd P. Shaw
Ivan D. Merchant
F. D. Morgan
W. T. Wright
J. J. Smith

NOTE: It is my opinion that the salvaging and demolition operation should be made with a single firm and handles under a regular State Highway contract form entered into by bidding procedure.
FBK

RECEIVED
MAR 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30R—80M—7-64 SP*6230-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

February 24, 1965

SUBJECT: Building Demolition
Stadium Freeway

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

I was informed this date by J. J. Smith, Right of Way Supervisor for the Metropolitan Area, that he has run into difficulties with the City concerning the method by which we are currently disposing of buildings. Specifically, the City Building Department has refused to issue any more wrecking permits to small wrecking contractors and have also issued a stop order to one of the small wreckers now involved in wrecking a building.

As we get nearer to the core of the City of Portland, buildings are becoming larger and as a consequence present a great deal more of a hazard to the passerby than they did before. I think the point has been reached where it will be impossible for us to get the salvagable material from a building and leave the walls standing as has been done in the past. I think also that the State Highway Department may well be liable as the property owner for any harm that could occur as a result of leaving debris and/or walls standing. A further point is that of the terrible eyesores that are created by these empty shells with broken windows and debris standing all around.

It is therefore suggested that we immediately change our system and go to the demolition contract method of disposing of these buildings. I have been informed by Mr. Smith that if we were able to work up and award a contract in about two months time he would have approximately 30 buildings available for wrecking between Montgomery and Johnson Streets. These buildings would range from one story concrete walls to the seven story Carlton Hotel.

If a decision is favorable to this method of operation, I would recommend that we require the demolition contractor to remove all the material from each building site with the exception that pavement areas be filled up level to the street with non-combustible materials that could be later utilized in fill areas. The contract should otherwise generally follow the format of the demolition contracts set up on the Eastbank project.

NOTED
LLOYD P. SHAW

Something must be done immediately, so expeditious handling of this report is recommended. If a meeting is desired, please advise.

Original Approved by F. B. Klabee

F. B. Klabee
Metropolitan Engineer

FBK:sh

cc Lloyd P. Shaw
Ivan D. Merchant
Walter T. Wright
J. J. Smith

I-405-8
(8)301
#6603

Tr. Sig. Install., SW 4th Ave. 1965 with SW Lincoln St. on SW Broadway-Ross Island Br. Sec., Stadium & Pacific Hwy.

CA/A
2815

RECEIVED
DEC 30 1965
FOR FILING
I-405-8(8)201
6603

December 29, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6603 awarded to Ace Electric Company for traffic signal installation on S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County was completed on August 31, 1965, and accepted by the Highway Commission on December 27, 1965.

Final payment in the amount of $754.53 will be released to the contractor after January 5, 1966. The total contract amount is $9,814.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 29 1965
FOR FILING

I-405-8(8) EC
6603

December 27, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6603. The contract was with Ace Electric Company and was for traffic signal installation on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 27, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objection to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg fn

RECEIVED
NOV 26 1965
FOR FILING

I 405-8(8) 301
6603

Salem, Oregon
November 24, 1965

Contract No. 6603
S.W. Broadway-Ross Island Br.

A. E. Johnson
Division Engineer
METROPOLITAN DIVISION
Portland, Oregon

Contract No. 6603 for traffic signal installation on the above highway section was completed August 31, 1965. Your division inspection report of September 29, 1965 indicated a November 1, 1965, submission date for the field data.

Sidewalk repair and signal pole painting corrective work was requested by the Bureau of Public Roads. However, corrective work, as an obligation of the contractor subsequent to the contract completion and prior to contract acceptance, should not delay submission of the semifinal field data.

Your cooperation in submitting the semifinal field data is requested.

L. H. Young
Office Engineer

Wiser

cc: I. D. Marchant

RECEIVED

FORM FR-33A (REV. 3-63) cc:OSHD(Klaber, Region Wash DC Schell, Area Engr

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT
~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~

(PPM 20-6.1)

nig

I-405-8(8)301

REGION NO.	REPORT NO.	COUNTY	STATE
8	4	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-6-65	R. A. Nichols, Asst Area Engr	I-405-8(8)301

IN COMPANY WITH
E. L. Hart, Asst Metropolitan Engr, OSHD; J. X. Wilson, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

SW. BROADWAY - ROSS ISLAND BRIDGE SECTION
STADIUM FREEWAY
PACIFIC HIGHWAY
Traffic Signal Installation
(Fourth Ave.)

The project was completed in substantial conformity to the plans and specifications. The estimated final cost of the project will be the lump sum bid of $10,779, less the $965 credit due to the changing of the conduit in controller's locations, as called for in PA #1.

The contract specifies that all work was to be done on or Before August 31, 1965. The Resident Engineer reported that the work was coppleted on that date.

The project records indicated that the materials incorporated into the project substantially meet the specification requirements.

Measurements were made, as indicated in previous reports.

EDITION OF 5-60 MAY BE USED

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Broadway - Ross Island Bridge		WEEK ENDING: October 2, 1965
		SECTION PREFIX: 626-1049
HIGHWAY: Stadium Freeway & Pacific		COUNTY: Multnomah
NAME OF JOB: S.W. Broadway - Ross Island Bridge	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Ace Electric Company, 5104 N.E. Oregon Street, Portland, Oregon	CONTRACT NUMBER: 6603	FEDERAL AID PROJECT NUMBER: I-405-8(8)301
DATE OF CONTRACT: May 27, 1965	DATE WORK STARTED: June 29, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 12,238.87	SPECIFIED COMPLETION DATE: August 31, 1965	PERCENT OF TIME ELAPSED: 100 %
EXCLUSIVE OF ENGINEERING: $ 11,368.55	ENGINEERING AUTHORIZATION: $ 870.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,403.55	ENGINEERING COST TO DATE: $ 1,600.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: --
ESTIMATED PERCENT OVERRUN UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 184 %	DATE PROJECT WAS COMPLETED: August 31, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
1							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup truck, ladders and small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. 26 SUNDAY	Overcast			
27 MONDAY	Overcast-Clear			
28 TUESDAY	Overcast			
29 WEDNESDAY	Clear			
30 THURSDAY	Clear			
Oct. 1 FRIDAY	Clear			
2 SATURDAY				

Routing

Morgan — Prade

Docker

Bond — Silverstock

RECEIVED
OCT 5 1965
CONSTRUCTION DIVISION

Barbee — Trout

Walker — Scott

Glenn — Wills

Swan — Litchfield

Olson

BEN GIFFORD

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
Sept. 26 SUNDAY	No Activity
27 MONDAY	Finished painting misc. items.
28 TUESDAY	Removed Project Identification Sign and cleaned up site.
29 WEDNESDAY	Bill Zerbies, Ed Hardt and J. X. Wilson made final inspection and found everything acceptable.
30 THURSDAY	Jim Wilson of the City Traffic Dept. and Charles Lobaugh tested signals and signs today and found them acceptable.
Oct. 1 FRIDAY	No Activity
2 SATURDAY	No activity anticipated

REMARKS

Project is complete. Mr. Herb Schell of the B.P.R. plans to make his inspection next week.

This will be the concluding weekly report.

SIGNED Charles Lobaugh LOCATION 5821 N.E. Glisan

Ass't. Res. Bridge Engr. Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 8 - 1965
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(8) 301

66 c 3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1965, on Contract No. 6603, S. W. Broadway-Ross Island Bridge Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(8)301.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 9/21/65

Conditions noted on above date:

Sidewalk repair
Painting of signal pole

REFERRED TO
Merchant - Morgan - Young
By Asst. State Hwy. Engr.
10-7-65

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By G. R. Brooks
G. R. Brooks
District Engineer

DIVISION FILE COPY

Form Approved; Budget Bureau No. 41-R2089.

MONTHLY TRANSACTION NO.	FC FR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
5		Multnomah
		PROJECT NO. I-405-8(8)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 S.W. 4th Avenue Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.000
OTHER *(Specify)*		

FUNDS — Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,966.00	$ 11,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B B Kluboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 7-12-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. I-405-8(8)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION OF THE

STADIUM FREEWAY AND PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1965

Type Code X031
Signals (Sta. "4th" 3+64.93)(Sta. "F.N. 481+08.49)(Contract No. 6603)

Traffic Signal Installation, Complete	All Required	$10,779.00
		$10,779.00
Flagging (57½ of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$10,879.00
	10% Engr. & Cont.	1,087.00
	Total	$11,966.00

Length of Project - - - - - - - - - - - -0.00 miles

Federal Funds -	$11,000.00
State Funds -	966.00
	$11,966.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-405-6(8)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE STADIUM FREEWAY AND PACIFIC HIGHWAY

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, April 12, 1965

Type Code X031
Signals (Sta. "4th" 3+64.98)(Sta. "F.H." 481+08.49)

Traffic Signal Installation, Complete	All Required	$ 9,400.00
	Subtotal	$ 9,400.00
Flagging (57% of Contractor's Cost)	All Required	100.00
	Subtotal	$ 9,500.00
	10% Engr. & Cont.	950.00
	Total	$10,450.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds - - - - - - -

RECEIVED
JUN 7 - 1965

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 3, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(8)301
S.W. Broadway-Ross Island Bridge Section
Traffic Signal Installation

As requested in Mr. Young's letter of May 28, 1965 advision that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 28, 1965 in the award of contract No. 6603 to Ace Electric Co., of Portland, Oregon, low bidder in the amount of $10,779.00 at the May 18, 1965 bid opening

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1965
FOR FILING

May 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 28, 1965 is requested in the award of contract for the S. W. Broadway-Ross Island Bridge Section, Project No. I-405-8(8)301.

The contractor receiving the award is Ace Electric Co., Portland in the amount of $10,779.00 with the contract No. 6603 assigned. This bid was received on May 18, 1965 and awarded May 28, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemantion proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State Contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Asst. Office Engineer

DAR:jb

RECEIVED
JUL 12 1965
FOR FILING
I-405-8(8)301
6603

A

May 27, 1965

Ace Electric Company
P. O. Box 4981
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for traffic signal installation at the intersection of S. W. 4th avenue with S. W. Lincoln Street on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highways in Portland in Multnomah County for the sum of $10,779 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6603.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quaty, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hand, Assistant Secretary

gs

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 24 1965
FOR FILING
F-1495-8(8)301

May 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

S.W. Broadway-Ross Island
Traffic Signals
Project No. I-405-8(8)301

Dear Sir:

We received four bids on the above-mentioned project, with the lowest bidder being more than ten per cent above our estimate. We would like to receive your concurrence in award of said project for the following reasons:

In reviewing our engineer's estimate, we find that we omitted the cost of sawing pavement for 1,065 linear feet of conduit trench and the cost of flagging traffic for this trenching. Also, the conduit bends at junction boxes and the cost of excavation for the boxes was overlooked.

Addition of these costs would give us an estimate for comparison of bids of $10,735.00, which would make the $10,779.00 low bid within one per cent of the revised figure. Since we received two bids at approximately this figure, and two more bids slightly higher, all from reputable and regular contractors for this type of work, it seems logical that the project should be awarded to the low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:in

cc: F. B. Klaboe
I. D. Merchant
F. B. Crandall
R. H. Chase

FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1965

Original signed by
G. R. Brooks
Dist. Engineer

08-15.2-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-405-8(8)301
S.W. Broadway - Ross Island Br. Section
Traffic Signal Installation

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance unnecessary, and further that control of access rights has been acquired, with no utility adjustments involved, as indicated by Mr. Wright's April 16 and April 22, 1965 reports and Mr. Litchfield's April 21, 1965 report.

The use of your Division I - General Requirements, Articles 6-7, 6-11 and 8-1 Supplemental Standard Specifications, dated May 1, 1963, is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

Sent to Young
w/attached 4-27-65

RECEIVED
APR 13 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2815

9

1-405-8(8) 3-1
L.L. 03

Salem, Oregon
March 19, 1965

Agenda Item 4-n

Mr. F. B. Crandall
Traffic Engineer
Building

Attached is a partially signed copy of an agreement with the City of Portland covering a pre-timed traffic signal installation at intersection of S. W. 4th Avenue and S. W. Lincoln Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
MAR 8 - 1965
FOR FILING

March 8, 1965

Oregon State Highway Commission

Gentlemen:

The City of Portland has requested a pre-timed traffic signal installation at the intersection of S. W. 4th Avenue and S. W. Lincoln Street in that city. An investigation indicates that such an installation is warranted.

An agreement has been prepared and executed with the City of Portland by which the State is to make the installation and pay the cost. The City shall furnish and install the traffic signal controller and the supervisory power supply wires in the underground conduit from this intersection to the intersection of S. W. 4th Avenue and S. W. Harrison Street. The City is also to care for future power consumption and maintain the signals after installation. The estimated cost of the State's share is $10,600, which has been approved as a Federal-aid interstate project.

I recommend your approval of the agreement and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
E. S. Hunter
R. N. Bothman
Fred Klaboe

FBC:aa fn

RECEIVED
FEB 3 - 1965
FOR FILING
I 405 (F) 201
6603

February 2, 1965

Mr. James Robertson
Chief Engineer
Portland Development Commission
2130 S. W. Fifth Avenue
Portland, Oregon

Dear Mr. Robertson:

This will confirm a January 27 telephone conversation between you and Mr. Val Johnson of this office in regard to the proposed traffic signal installation at the intersection of S. W. Fourth Avenue and Lincoln Street at the edge of the south auditorium area in Portland.

We will proceed to complete our plans and specifications for this installation and will specify the Weld-Rite single tapered tube upsweep mast arm. We will also specify that the paint to be used for this installation shall be Cascade Paint Company's No. 3042, Brown Implement, or Rodda Paint Company's No. 16553.

It is tentatively planned to call for bids on this project on May 18, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. William J. Waller
Traffic Engineer
City Hall
Portland, Oregon

bc Forrest Cooper
R. L. Porter
F. B. Crandall
F. B. Klaboe

VPJ:njc jwa

S-102(6) Modoc Rd.-Bybee Br. Sec., Table Rock Rd., FAS 273 1965

#6604 Paving

344 2858

OREGON STATE HIGHWAY DEPARTMENT

H..GHWAY DEPARTMENT INVOICE

NO. 87661

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-11-66	CC 2011		515-1023-997

Contract 6604
S-102(6)

- Jackson County
- Courthouse
- Medford, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Medco Road-Y ee Bridge Section, FAS 273. Covered by agreement dated January 27, 1965.			
County advance deposit		3,000.00	
Less amount previously transferred		2,000.00	1,000.00
County share construction cost		1,662.71	
Less amount previously transferred		1,000.00	662.71
Refund Due County			337.29

RECEIVED
APR 15 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWL

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
AUG 31 1965
FOR FILING

S-102(6)

6604

August 27, 1965

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Federal-Aid Project Acceptance

Dear Sir:

The State Highway Commission authorizes acceptance of Contract No. 6604, Modoc Road - Bybee Bridge Section in Jackson County, Federal-Aid Project No. S-102(6) on July 20, 1965.

Attached and listed below are data necessary for your acceptance of the project.

State Force Orders: None issued
Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (B-256)
Construction Engineer's Statement

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:ds

cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
JUL 29 1965
FOR FILING

I-102(6)

6604

July 29, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 22, 1965, we wrote to you concerning release of final payment on Contract No. 6604 awarded to Rogue River Paving Company, Inc., for paving the Modoc Road-Bybee Bridge Section of FAS Route 273 in Jackson County.

Final payment on this contract is $662.00 and the total contract amount is $13,353.89, including $158.89 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Rogue River Paving Co., Inc.
P. O. Box 942
Medford, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL-2 1 1965
FOR FILING

1.102(6)
6604

July 20, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1965, on Contract No. 6604. The contract was with Rogue River Paving Company, Incorporated and was for paving on the Medco Road-Sykes Bridge Section of FAS 273 in Jackson County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective July 20, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FAS 273

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

July 8, 1965

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
R. H. PRANCE

NOTED
DON HARWELL

Mr. Bill Brown
Resident Engineer
Oregon State Highway Department
P. O. Box 646
Ashland, Oregon

NOTED
P. B. Arensmeier

RE: Table Rock Road Pavement

Dear Mr. Brown:

This is to notify you of the official acceptance by the Jackson County Court of the pavement on Table Rock Road in the vicinity of Modoc Road recently completed by the Oregon State Highway Department.

JACKSON COUNTY COURT:

County Judge

County Commissioner

County Commissioner

RECEIVED
JUL 15 1965
ENGINEER
COUNTY & CITY DIVISION

RJC:aw

NOTED
V. R. JONES

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Modoc Road-Bybee Bridge	SECTION: Modoc Rd.-Bybee Bridge	WEEK ENDING: June 25, 1965
		SECTION PREFIX: 515-1023
	HIGHWAY: Pacific	COUNTY: Jackson
	KIND OF WORK: Paving	
CONTRACTOR: Rouge River Paving Co. Inc.	CONTRACT NUMBER: 6604	FEDERAL AID PROJECT NUMBER: S-102 (6)
DATE OF CONTRACT: May 28, 1965	DATE WORK STARTED: June 23, 1965	ESTIMATED COMPLETION DATE: July 1, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 10 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 22	CALENDAR DAYS USED 19
	SPECIFIED COMPLETION DATE: July 1, 1965	PERCENT OF TIME ELAPSED: 86.4
PROJECT AUTHORIZATION: $ 15,120.00	ENGINEERING AUTHORIZATION $ 1,075.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 14,044.80		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 14,044.80	ENGINEERING COST TO DATE $ 483.19	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT* OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 45 %	DATE PROJECT WAS COMPLETED: 6/25/65

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100%			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							0.41
MILES PARTIALLY COMPLETED							0
MILES COMPLETED							0
TOTAL ESTIMATED QUANTITIES (CONTRACT)							1,200
TOTAL QUANTITIES CORRECTED TO DATE							1,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							0
AVERAGE DAILY QUANTITIES							0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 3 Rollers 1 Mobile Broom 1 Paver 4 Trucks 1 Water Wagon

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	Base Course laid Sta. 257+50 to 235+50 on Rt. and 235+50 to 247+00 on Lt.
THURSDAY	Paved (base course) Road connection at Modoc Rd. 236-239. Paved Base course Sta. 247+00-257+50 om Lt. Paved Top course Sta. 258+00-235+00 Rt.
FRIDAY	Paving completed this date.
SATURDAY	

REMARKS

This project was started on Wed. and completed Friday.

Jackson County Court is scheduled to go over project next week.

This willmbe the [redacted] last weekly report.

Semi-Final estimate will be submitted next week

SIGNED B E Brown LOCATION Ashland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE: Oregon
6-351	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY: Jackson
PROJECT REPORT NO. 4 #6604	*(PPM 21-7)* 6-18-65	PROJECT NO.: S-102(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 4.5 Mi. S. Jct. FAS 271 S. 0.33 Mi. (Modoc Road-Bybee Bridge Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	4-23-65	0.415
CONSTRUCTION		
*OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,784.00	$ 9,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. J. Kabrick

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Becklund, Administrative Mgr.

Date executed by Division Engineer 6-18-65

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-102(b)

MODOC RD. - HYKE NR. SECTION OF THE

TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1965

Type Code 6201
Roadway (Sta. 235+67 to Sta. 257+56) Contract No. 6604

Class "F" Asphalt Concrete	1,200	ton	10.95	$13,140.00
Extra for A.C. Concrete Approaches	4	only	25.00	100.00
				$13,240.00
Flagging (57% of Contractor's Cost)	All Required			$ 200.00
Subtotal				$13,440.00
10% Engr. & Cont.				$ 1,344.00
Total				$14,784.00

Length of Project 0.415 Miles

Cost of Roadway Per Mile $35,624.10

Federal Funds	$ 9,300.00
State Funds	2,742.00
County Funds	2,742.00
	$14,784.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Fas 2.73
Jackson Co

NOTED
H. S. COX

NOTED
...ARWELL

June 16, 1965

Jackson County Court
Courthouse
Medford, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $3,000 for the Modoc Road-Bybee Bridge Section of FAS 273. Contract No. 6604 has been awarded to Rogue River Paving Company, Inc.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 84748

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-1-65	CC 933		915-103-217

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

RECEIVED
JUN 2 - 1965
ENGINEER
COUNTY & CITY DIVISION

Jackson County
Courthouse
Medford, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
		NOTED R. H. PRANGE	
Advance Deposit			3,000.00
Partial transfer of advance deposit for the Modoc Road - Tybee Bridge Section, FAS 273, covered by agreement dated 1-27-65.			2,000.00
To be retained			1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ .....

By .....

fas 273
Jackson Co

May 19, 1965

NOTED

Jackson County Court
Courthouse
Medford, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On May 18, a satisfactory bid was received from the Rogue River Paving Company of Medford for constructing the Medco Road-Bybee Bridge Section of FAS 273. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$13,240.00
Flagging	700.00
12-1/2% Engineering & Contingencies	1,680.00
Estimated Total Cost	$15,120.00

County Advance Deposit:
20% of $15,120 = $3,024 or say $3,000

Please make this advance deposit in the amount of $3,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

NOTED
H. S. COX

RECEIVED
JUL 12 1965
FOR FILING
1-1026(6)
6604

A

May 28, 1965

Rogue River Paving Company, Inc.
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for paving on the Medco Road-Rybee Bridge Section of the Table Rock Road in Jackson County for the sum of $13,240 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6604.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Marchant

gc

RECEIVED
MAY 17 1965

MISC. CONTRACTS
AGREEMENTS No. 2828

S-102(6)
6604

Salem, Oregon
May 6, 1965

Mr. H. S. Cox
County & City Engineer
Building

Construction-Finance Agreement
Modoc Road-Bybee Bridge Section
FAS 273, Jackson County

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of a construction-finance agreement with Jackson County covering the Modoc Road-Bybee Bridge Section on FAS 273 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rm
Attach: 1

65-5/18(6)

April 2, 1965
(date)

NOTED
H. S. COX

NOTED
P. B. Aretsmeier

NOTED
R. H. PRANGE

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
D. H. CARWELL

Highway FAS 273

Section Modoc Road-Bybee Section, pave.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
APR - 8 1965
ENGINEER
COUNTY & CITY DIVISION

4-7-65
(date)

By [signature]

By [signature]
Commissioner

By [signature]
Commissioner

Copy to Young

MEMO TO R. H. CHASE

Date: March 31, 1965

NOTED
DON HARWELL

FAS 273, JACKSON COUNTY MODOC ROAD-BYBEE BRIDGE SECTION

TERMINI: From a county road intersection 6.0 miles north of Medford southerly to a bridge over the Rogue River.

PROPOSED WORK: Asphaltic concrete paving.

NOTED
P. B. Arensmeier

PROJECT LENGTH: 0.5 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$15,000	$9,000	$3,000	$3,000	(County)

EXISTING FACILITIES: 20' bituminous surface, 4' shoulders.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:
NORTH/[redacted] END: 22' bituminous surface, 4' shoulders ~~[illegible]~~ [S-102(5)]

SOUTH/[redacted] END: 22' bituminous surface, 8' stone shoulders [DS-102(4)].

PROJECT DATA: Pave with asphaltic concrete two 12' travel lanes, 4' stone shoulders. County has graded, placed base surfacing, and will place stone shoulders.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

NOTED
V. R. JONES

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-102(1).

VRJ:mm

NOTED
V. R. JONES

JACKSON COUNTY
PROPOSED PROJECT

FAS 273, Table Rock Road: Modoc Road-Bybee Bridge Section, asphaltic concrete paving, 0.5 mile, $15,000.

Under this project an asphaltic concrete pavement 24 feet wide is to be constructed on a stone base constructed by the county. The county will apply the binder course and construct the shoulders.

Approved 1-27-65

65-a
12/17/64

JACKSON COUNTY ENGINEER

fas 273
Jackson Co.

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

December 14, 1964

NOTED DON HARWELL
NOTED R. H. PRANGE

Mr. H. S. Cox
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED P. B. Arensmeier
NOTED R. M. ALLISON

Dear Mr. Cox:

Attached is a map showing in red a short section of the Table Rock Road (FAS 273) which has been graded and rock surfaced by Jackson County. Also attached are the project data sheets for this section of road.

At this time I would like to make application for a Federal Aid Project to provide for the pavement for this section of the Table Rock Road. This project would be approximately one-half mile in length. It has been constructed by the County to eliminate two bad curves. The traffic volume on this portion of the Table Rock Road will probably place it in a standard that would require paved shoulders. However, there are no paved shoulders at the present time on Table Rock Road; and because this section is relatively short in comparison with the total length of the road, I do not think that pavement of the shoulders should be required.

This project is relatively close to local contractor's plants that might be doing the pavement work, and there should be no problems of timing or rock sources.

It would be our proposal to complete the rock surfacing of this road and install a prime coat of oil and rock so that the pavement could be done at any time this coming summer.

If you have any further questions in this matter, please contact my office.

RECEIVED
DEC 16 19..
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

Robert J. Carstensen
County Engineer

RJC:aw

Attachments

NOTED
V. R. JONES

ERFO-148(2) Foster-Ram Cr. Sec., 1965
Santiam Hwy. (Grad. & Pav.)
#6605

RECEIVED
JAN 24 1966

Form CD-12P UNITED STATES GOVERNMENT
(Rev. 6-61)
Prod. by
A.O. 206-10)

Memorandum

ERFO-148(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6605

FROM : A. J. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 11, 1966

In reply refer to: 08-35.DA-2

SUBJECT: Oregon Project ERFO-148(2)
Foster-Ram Creek Section, Santiam Highway
Request for extension of time

Your December 15, 1965 letter by Mr. Klaboe ask for our reconsideration of matters pertaining to the contractor's request for extension of time on the subject project.

Our reply to your initial request for concurrence in extension of time did not contain explanation of how we concluded the three day suspension of work not a basis for time extension. The reasons were that Section 8-8 was interpretated as providing time extension for only those specified reasons listed, not just any "Temporary Suspension of Work" as the second paragraph of your referenced letter infers. We were able to concur in the 7 days since this delay was due to one of the specified reasons stated in Section 8-8, "errors or changes in the plans...." .

After a more careful reading we recognize that the shut down ordered during the holiday week-end could be construed as, "to conditions considered unfavorable for the prosecution of the work." Therefore, we will now concur in this extension of time.

Our more thorough review of the request for time extension has brought up a point we would like to call to your attention. This, and previous requests, have not provided information as to when the contractor submitted the request. General Specifications Section 8-8 states that their request must be submitted prior to time specified for the completion of the contract. In the future we would appreciate this information being included in your request for concurrence. Requests, not in accord with this provision should not be accepted, or if this provision is not considered essential, it should be modified.

Copy to Edwards
Young
Murdock
Morgan
Bond
Marion 1-13-66

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number	PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
2-8-39		County Linn, Jefferson & Deschutes
Project report number 5 6605	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Project number ERFO-148(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 415,498.00

Revised Federal funds $ 415,498.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFC-142(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION

OF THE SANTIAM HIGHWAY IN LINN, JEFFERSON AND

DESCHUTES COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Orders and temporary and permanent repair.)

Salem, Oregon, November 8, 1965

Type Code 6201
Foster-Ham Cr. (MP 37.3 to MP 57.0) (Contract No. 6605)

Clearing and Grubbing	All Required		$ 6,500.00
Ditch Excavation, Unclassified	110 cu.yds.	$ 4.75	522.50
General Excavation, Unclassified	2,600 cu.yds.	2.00	5,200.00
Embankment Foundation Excavation, Unclassified	550 cu.yds.	4.50	2,475.00
Special Borrow Excavation, Unclassified	1,700 cu.yds.	2.00	3,400.00
Trench Excavation	350 cu.yds.	4.50	1,575.00
Special Backfill in Drains	25 cu.yds.	8.00	200.00
Watering	100 M-gals.	5.50	550.00
3/4" - 0 Material in Base	1,150 cu.yds.	6.00	6,900.00
Stone Base	2,400 cu.yds.	6.00	14,400.00
RS-1 Asphalt in Tack Coat	4 tons	65.00	260.00
Class "B" Asphalt Concrete	1,900 tons	15.00	28,500.00
Loose Riprap	25,000 cu.yds.	3.25	81,250.00
12-inch Culvert Pipe	15 lin.ft.	4.00	60.00
18-inch Culvert Pipe	160 lin.ft.	5.50	880.00
24-inch Culvert Pipe	230 lin.ft.	6.75	1,552.50
48-inch Culvert Pipe	180 lin.ft.	18.50	3,330.00
8-inch Drain Pipe	160 lin.ft.	2.50	400.00
Concrete Inlets, Type "B"	1 only	250.00	250.00
Debris Risers, Type "A", 6' to 8' High	2 only	450.00	900.00
Debris Risers, Type "A", 12' to 14' High	1 only	850.00	850.00
Debris Risers, Type "B", 12' to 14' High	1 only	1,250.00	1,250.00
			$161,205.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,500.00
Signing	All Required		200.00
Channel Change	All Required		3,000.00
Slide Removal	All Required		2,000.00
Clean Out Culverts	All Required		200.00
			$ 7,900.00

Subtotal		$169,105.00
Engr. & Cont.		16,910.00
Total		$186,015.00

Type Code 0010
Tombstone Summit-Sisters (MP 67.0 to MP 99.0) (Contract No. 6622)

Moving Costs	All Required (95%)		$ 3,800.00
All Purpose Excavator	160 hours	$ 35.00	5,600.00
Loader, Front End, 2 C.Y.	100 hours	20.00	2,000.00
Loader, Front End, 4 C.Y.	60 hours	30.00	1,800.00
Tractor (Crawler Type) with Dozer	160 hours	20.00	3,200.00
Truck, Dump	640 hours	14.00	8,960.00
Blade Grader	100 hours	20.00	2,000.00
Drill, Tracio-Mounted, with Compressor	50 hours	40.00	2,000.00
Explosives	900 lbs.	1.00	900.00
Laborer	640 hours	6.00	3,840.00
Furnish 30-inch Steel Culvert Pipe, 14 Gage, Type "A"	840 lin.ft.	8.00	6,720.00
			$ 40,820.00
Seeding and Mulching	All Required		$ 3,000.00
Widen Bridge at Lake Creek	All Required		15,000.00
			$ 18,000.00
	Subtotal		$ 58,820.00
	Engr. & Cont.		5,882.00
	Total		$ 64,702.00

Type Code 6201
Flood Repair, Temporary and Permanent (MP 32.55 to MP 57.00)(MP 63.00 to MP 100.00)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$111,986.00
State Force Equipment, Labor & Materials	All Required	37,185.11
		$149,171.00

Permanent

Approved State Force Order	All Required	$ 5,100.00
	Subtotal	$154,271.00
	Engr. & Cont.	10,509.89
	Total	$164,781.00

Length of Project - - - - - - - - - - - 61.45 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Foster-Ram Creek (Contract #6605)	$186,015.00	$186,015.00
Tombstone Summit-Sisters (Contract #6622)	64,702.00	64,702.00
Temporary and Permanent Repair	164,781.00	164,781.00
Total	$415,498.00	$415,498.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Prefixes

22-1024	22-4504	22-4706	16-4708	9-4713
22-1025	22-4406	16-4408	9-4413	
22-4404	22-4506	16-4508	9-4513	

Stat:- Force equipment, labor and materials does not agree with the Phase I Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase I Report.

STATE COPY

RECEIVED
SEP 2 1965
MONTHLY TRANSACTION NO.

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Linn, Jefferson & Deschutes

PROJECT REPORT NO.: EHFO-1118(2)

PROJECT NO.: ERFO-148(2)

5-3-65

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sweet Home-McKenzie Highway Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-65 5-24-65	51.7
*OTHER (Specify)		

FUNDS — Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 250,717.00	$ 250,717.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By L. P. Backlund, Administrative Mgr.

Date executed by Division Engineer: September 3, 1965

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. ERFO-1(8(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION

OF THE SANTIAM HIGHWAY IN LINN, JEFFERSON, AND

DESCHUTES COUNTIES

(Estimate as a basis for Project Agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1965

Type Code 6201
Foster-Wash Cr. (MP 37.3 to MP 57.0)(Contract No. 6605)

Clearing and Grubbing	All Required		$ 6,500.00
Ditch Excavation, Unclassified	110 cu.yd.	4.75	522.50
General Excavation, Unclassified	2,600 cu.yd.	2.00	5,200.00
Embankment Foundation Excavation, Unclassified	550 cu.yd.	4.50	2,475.00
Special Borrow Excavation, Unclassified	1,700 cu.yd.	2.00	3,400.00
Trench Excavation	350 cu.yd.	4.50	1,575.00
Special Backfill in Drains	25 cu.yd.	8.00	200.00
Watering	100 M-gal.	5.50	550.00
3/4" - 0 Material in Base	1,150 cu.yd.	6.00	6,900.00
Stone Base	2,400 cu.yd.	6.00	14,400.00
MS-1 Asphalt in Tank Cost	4 tons	65.00	260.00
Class "D" Asphalt Concrete	1,900 tons	15.00	28,500.00
Loose Riprap	25,000 cu.yd.	3.25	81,250.00
12-inch Culvert Pipe	15 lin.ft.	4.00	60.00
18-inch Culvert Pipe	160 lin.ft.	5.50	880.00
24-inch Culvert Pipe	230 lin.ft.	6.75	1,552.50
48-inch Culvert Pipe	180 lin.ft.	18.50	3,330.00
8-inch Drain Pipe	160 lin.ft.	2.50	400.00
Concrete Inlets, Type "D"	1 only	250.00	250.00
Debris Risers, Type "A" (6' to 8' high)	2 only	450.00	900.00
Debris Risers, Type "A" (12' to 14' high)	1 only	850.00	850.00
Debris Risers, Type "D" (12' to 14' high)	1 only	1,250.00	1,250.00
			$161,205.00
Flagging (57½ of Contractor's Cost)	All Required		2,500.00
Signing	All Required		200.00
Channel Change	All Required		3,000.00
Slide Removal	All Required		2,000.00
Cleanout Culverts	All Required		$ 200.00
			$ 7,900.00
	Subtotal		169,105.00
	10% Engr. & Cont.		16,910.00
	Total		$186,015.00

Type Code 0010
Tombstone Summit-Sisters (MP 67.0 to MP 99.0)(Contract No. 6622)

Moving Costs	All Required (95%)		$ 3,800.00
All-purpose Excavator	160 hours	35.00	5,600.00
Loader, Front End, 2 cu.yd.	100 hours	20.00	2,000.00
Loader, Front End, 4 cu.yd.	60 hours	30.00	1,800.00
Tractor (Crawler Type) with Dozer	160 hours	20.00	3,200.00
Truck, Dump	640 hours	14.00	8,960.00
Blade Grader	100 hours	20.00	2,000.00
Drill, Track-Mounted, with Compressor	50 hours	40.00	2,000.00
Explosives	900 lbs.	1.00	900.00
Laborer	640 hours	6.00	3,840.00
Furnish 30-inch Steel Culvert Pipe, 14 Gage, Type "A"	840 lin.ft.	8.00	6,720.00
			$ 40,820.00
Seeding and Mulching	All Required		3,000.00
Widen Bridge at Lake Creek	All Required		15,000.00
	Subtotal		$ 58,820.00
	10% Engr. & Cont.		5,882.00
	Total		$ 64,702.00

Foster-Sam Cr. Length - - - - - - - - - 19.7 miles (Intermittent)
Tombstone Summit-Sisters - - - - - - - 32.0 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Foster-Sam Creek (Contract 6605)	$186,015.00	$186,015.00
Tombstone Summit-Sisters (Contract 6622)	64,702.00	64,702.00
Subtotal	$250,717.00	$250,717.00
Retained in Authorized Funds Status (Temporary and Permanent Restoration Work	$249,283.00	$249,283.00
Total	$500,000.00	$500,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ERFO-143(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION OF THE

SANTIAM HIGHWAY IN LINN, JEFFERSON AND DESCHUTES COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 29, 1965

Type Code 6201
Foster-Ram Cr. (MP 37.3 to MP 57.0)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclass.	110 cu.yd.	$ 2.00	220.00
General Excavation, Unclass.	2,600 cu.yd.	1.75	4,550.00
Embankment Foundation Excavation, Unclassified	550 cu.yd.	0.75	412.50
Special Borrow Excavation, Unclassified	1,700 cu.yd.	2.00	3,400.00
Trench Excavation	350 cu.yd.	3.00	1,050.00
Special Backfill in Drains	25 cu.yd.	10.00	250.00
Watering	100 M-gal.	4.00	400.00
3/4"-0 Material in Base	1,150 cu.yd.	6.50	7,475.00
Stone Base	2,400 cu.yd.	6.00	14,400.00
RS-1 Asphalt in Tack Coat	4 ton	100.00	400.00
Class "B" Asphalt Concrete	1,900 ton	15.00	28,500.00
Loose Riprap	25,000 cu.yd.	6.00	150,000.00
12-inch Culvert Pipe	15 lin.ft.	3.00	45.00
18-inch Culvert Pipe	160 lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	230 lin.ft.	8.00	1,840.00
48-inch Culvert Pipe	180 lin.ft.	35.00	6,300.00
8-inch Drain Pipe	160 lin.ft.	3.00	480.00
Concrete Inlets, Type "D"	1 only	200.00	200.00
Debris Riser, Type "A", 6' to 8' high	2 only	1,200.00	2,400.00
Debris Riser, Type "A", 12' to 14' high	1 only	1,500.00	1,500.00
Debris Riser, Type "B", 12' to 14' high	1 only	1,900.00	1,900.00
			$ 229,342.50
Flagging (57½ of Contractors Cost)	All Required		$ 2,500.00
Signing	All Required		200.00
Channel Change	All Required		3,000.00

Slide Removal	All Required	$ 2,000.00
Clean out Culverts	All Required	200.00
		$ 7,900.00
	Subtotal	$ 237,242.00
	10% Engr. & Cont.	23,724.00
	Total	$ 260,966.00

Foster-Ham Cr. Length - - - - - - - -19.7 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Foster-Ham Cr.	$260,966.00	$6,000.00	$254,966.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$239,034.00*	$ 5,500.00	$244,534.00

* NOTE: (This includes equipment rental from outsiders, State forces, and the remaining permanent work by others as indicated on plans, plus one more contract.)

Oregon State Highway Department

Federal-Aid
Project No. ERFO-14B(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION

OF THE SANTIAM HIGHWAY IN LINN, JEFFERSON AND DESCHUTES COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1965

Type Code 6201
Foster-Paw Creek (MP 37.3 to MP 57.0)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	110 cu.yds.	$ 2.00	220.00
General Excavation, Unclassified	2,600 cu.yds.	1.75	4,550.00
Embankment Foundation Excavation, Unclassified	550 cu.yds.	0.75	412.50
Special Borrow Excavation, Unclassified	1,700 cu.yds.	2.00	3,400.00
Trench Excavation	350 cu.yds.	3.00	1,050.00
Special Backfill in Drains	25 cu.yds.	10.00	250.00
Watering	100 M-gals.	4.00	400.00
3/4" - 0 Material in Base	1,150 cu.yds.	6.50	7,475.00
Stone Base	2,400 cu.yds.	6.00	14,400.00
RS-1 Asphalt in Tack Coat	4 tons	100.00	400.00
Class "B" Asphalt Concrete	1,900 tons	15.00	28,500.00
Loose Riprap	25,000 cu.yds.	6.00	150,000.00
12-inch Culvert Pipe	15 lin.ft.	3.00	45.00
18-inch Culvert Pipe	160 lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	230 lin.ft.	8.00	1,840.00
48-inch Culvert Pipe	180 lin.ft.	35.00	6,300.00
8-inch Drain Pipe	160 lin.ft.	3.00	480.00
Concrete Inlets, Type "D"	1 only	200.00	200.00
Debris Riser, Type "A", 6' to 8' High	2 only	1,200.00	2,400.00
Debris Riser, Type "A", 12' to 14' High	1 only	1,500.00	1,500.00
Debris Riser, Type "B", 12' to 14' High	1 only	1,900.00	1,900.00
			$229,342.50

Flagging (57½ of Contractor's Cost)	All Required	$ 2,500.00
Signing	All Required	200.00
Channel Change	All Required	3,000.00
Slide Removal		2,000.00
Clean Out Culverts	All Required	200.00
		$ 7,900.00
	Subtotal	$237,242.00
	10% Engr. & Cont.	23,724.00
	Total	$260,966.00

Type Code 0010
Tombstone Summit-Sisters (MP 67.0 to MP 99.0)

Moving Costs	All Required		$ 6,000.00
All Purpose Excavator	160 hours	$27.50	4,400.00
Loader, Front End	160 hours	19.00	3,040.00
Tractor (Crawler Type) with Dozer	160 hours	20.00	3,200.00
Trucks, Dump	640 hours	18.50	11,840.00
Blade Grader	100 hours	17.50	1,750.00
Drill, Track Mounted, with Compressor	50 hours	27.50	1,375.00
Explosives	1,000 lbs.	1.00	1,000.00
Laborer	640 hours	6.00	3,840.00
Furnish 96-inch Structural Plate Pipe, 12 Gage	130 lin.ft.	35.00	4,550.00
Furnish 18-inch Steel Culvert Pipe, 16 Gage, Type "A" Coating	550 lin.ft.	3.50	1,925.00
	Subtotal		$42,920.00
	10% Engr. & Cont.		4,292.00
	Total		$47,212.00

Foster-Ram Cr. Length - - - - - - - - - - - 19.7 mi. (Intermittent)
Tombstone Summit-Sisters Length - - - - - 32.0 mi. (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Foster-Ram Creek	$260,966.00	$6,000.00	$254,966.00
Tombstone Summit-Sisters	47,212.00	1,000.00	46,212.00
	$308,178.00	$7,000.00	$301,178.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and Permanent Work Not Covered by these Two Contracts	$191,822.00*	$4,500.00	$187,322.00

*Note: (This includes equipment rental from outsiders, State Forces, and the remaining permanent work by others, as indicated on the plans.)

Oregon State Highway Department

Federal-Aid
Project No. ERFO-148(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION

OF THE SANTIAM HIGHWAY IN LINN, JEFFERSON AND DESCHUTES COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 19, 1965

Type Code 6201
Foster-Ham Cr. (MP 37.3 to MP 57.0)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	110 cu.yd.	$ 2.00	220.00
General Excavation, Unclassified	2,600 cu.yd.	1.75	4,550.00
Embankment Foundation Excavation, Unclassified	550 cu.yd.	0.75	412.50
Special Borrow Excavation, Unclassified	1,700 cu.yd.	2.00	3,400.00
Trench Excavation	350 cu.yd.	3.00	1,050.00
Special Backfill in Drains	25 cu.yd.	10.00	250.00
Watering	100 M-gal.	4.00	400.00
3/4" - 0 Material in Base	1,150 cu.yd.	6.50	7,475.00
Stone Base	2,400 cu.yd.	6.00	14,400.00
RS-1 Asphalt in Tack Coat	4 ton	100.00	400.00
Class "B" Asphalt Concrete	1,900 ton	15.00	28,500.00
Loose Riprap	25,000 cu.yd.	6.00	150,000.00
12-inch Culvert Pipe	15 lin.ft.	3.00	45.00
18-inch Culvert Pipe	160 lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	230 lin.ft.	8.00	1,840.00
48-inch Culvert Pipe	180 lin.ft.	35.00	6,300.00
8-inch Drain Pipe	160 lin.ft.	3.00	480.00
Concrete Inlets, Type "D"	1 only	200.00	200.00
Debris Riser, Type "A", 6' to 8' High	2 only	1,200.00	2,400.00
Debris Riser, Type "A", 12' to 14' High	1 only	1,500.00	1,500.00
Debris Riser, Type "B", 12' to 14' High	1 only	1,900.00	1,900.00
			$229,342.50
Flagging (57½% of Contractor's Cost)	All Required		$ 2,500.00
Signing			200.00
Channel Change			3,000.00
Slide Removal			2,000.00
Clean Out Culverts			200.00
			$ 7,900.00
	Subtotal		$237,242.50
	10% Engr. & Cont.		23,723.50
	Total		$260,966.00

Type Code 0010
Tombstone Summit-Sisters (MP 67.0 to MP 99.0)

Moving Costs	All Required (95%)			$ 5,700.00
All-Purpose Excavator	160 hour	$	27.50	4,400.00
Loader, Front End, 2 C.Y.	100 hour		19.00	1,900.00
Loader, Front End, 4 C.Y.	60 hour		28.50	1,710.00
Tractor (Crawler Type) with Dozer	160 hour		20.00	3,200.00
Trucks, Dump	640 hour		18.50	11,840.00
Blade Grader	100 hour		17.50	1,750.00
Drill, Track-Mounted with Compressor	50 hour		27.50	1,375.00
Explosives	900 lb.		1.00	900.00
Laborer	640 hour		6.00	3,840.00
Furnish 30-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	840 lin.ft.		6.00	5,040.00
				$ 41,655.00
Seeding and Mulching	All Required			$ 3,000.00
Widen Bridge at Lake Creek	All Required			15,000.00
				$ 18,000.00
	Subtotal			$ 59,655.00
	10% Engr. & Cont.			5,965.00
	Total			$ 65,620.00

Foster-Ram Cr. Length - - 19.7 Miles (Intermittent)
Tombstone Summit-Sisters 32.0 Miles (Intermittent)

SUMMARY OF FUNDS

Descriptions	Total Cost	Federal Funds	State Funds
Foster-Ram Cr.	$260,966.00	$6,000.00*	$254,966.00
Tombstone Summit-Sisters	65,620.00	1,500.00*	64,120.00
	$326,586.00	$7,500.00*	$319,086.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by these two contracts.	$173,414.00	$4,000.00*	$169,414.00

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-148(2)

SWEET HOME-McKENZIE HIGHWAY JCT. SECTION

OF THE SANTIAM HIGHWAY IN LINN, JEFFERSON

and DESCHUTES COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 18, 1965

Type Code 6201
Foster-Ram Creek (MP 37.3 to MP 57.0)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	110 cu.yds.	$ 2.00	220.00
General Excavation, Unclassified	2,600 cu.yds.	1.75	4,550.00
Embankment Foundation Excavation, Unclassified	550 cu.yds.	0.75	412.50
Special Borrow Excavation, Unclassified	1,700 cu.yds.	2.00	3,400.00
Trench Excavation	350 cu.yds.	3.00	1,050.00
Special Backfill in Drains	25 cu.yds.	10.00	250.00
Watering	100 M-gals.	4.00	400.00
3/4" - 0 Material in Base	1,150 cu.yds.	6.50	7,475.00
Stone Base	2,400 cu.yds.	6.00	14,400.00
RS-1 Asphalt in Tack Coat	4 tons	100.00	400.00
Class "B" Asphalt Concrete	1,900 tons	15.00	28,500.00
Loose Riprap	25,000 cu.yds.	6.00	150,000.00
12-inch Culvert Pipe	15 lin.ft.	3.00	45.00
18-inch Culvert Pipe	160 lin.ft.	7.00	1,120.00
24-inch Culvert Pipe	230 lin.ft.	8.00	1,840.00
48-inch Culvert Pipe	180 lin.ft.	35.00	6,300.00
8-inch Drain Pipe	160 lin.ft.	3.00	480.00
Concrete Inlets, Type "D"	1 only	200.00	200.00
Debris Riser, Type "A" 6' to 8' High	2 only	1,200.00	2,400.00
Debris Riser, Type "A" 12' to 14' High	1 only	1,500.00	1,500.00
Debris Riser, Type "B" 12' to 14' High	1 only	1,900.00	1,900.00
			$229,342.50
Flagging (57½¢ of Contractor's Cost)	All Required		$ 2,500.00
Signing	All Required		200.00
Channel Change	All Required		3,000.00
Slide Removal	All Required		2,000.00
Clean Out Culverts	All Required		200.00
			$ 7,900.00
Subtotal			$237,242.50
10% Engr. & Cont			23,723.50
Total			$260,966.00

Type Code 0010
Tombstone Summit-Sisters (MP 67.0 to MP 99.0)

Moving Costs	All Required (95%)		$ 5,700.00
All-Purpose Excavator	160 hours	$27.50	4,400.00
Loader, Front End, 2 C.Y.	100 hours	19.00	1,900.00
Loader, Front End, 4 C.Y.	60 hours	28.50	1,710.00
Tractor (Crawler Type) with Dozer	160 hours	20.00	3,200.00
Trucks, Dump	640 hours	18.50	11,840.00
Blade Grader	100 hours	17.50	1,750.00
Drill, Track-Mounted with Compressor	50 hours	27.50	1,375.00
Explosives	900 lbs.	1.00	900.00
Laborer	640 hours	6.00	3,840.00
Furnish 30-inch Steel Culvert Pipe, 14 Ga., Type "A" Ctg.	840 lin.ft.	6.00	5,040.00
			$41,655.00
Widen Bridge at Lake Creek	All Required		15,000.00
	Subtotal		$56,655.00
	10% Engr. & Cont.		5,665.00
	Total		$62,320.00

Foster-Ram Cr. Length - - - - - - - - - - - - 19.7 mi. (Intermittent)
Tombstone-Summit-Sisters Length - - - - - - - 32.0 mi. (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State funds
Foster-Ram Creek	$260,966.00	$6,000.00*	$254,966.00
Tombstone Summit-Sisters	62,320.00	1,475.00*	60,845.00
	$323,286.00	$7,475.00	$315,811.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Fed.Funds	State Funds
Temporary and permanent work not covered by these two contracts	$176,714.00	$4,025.00*	$172,689.00

*Note: This is a token-financed project and does not constitute a firm committment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
DEC 27 1965
FOR FILING

ERFO-148(2)

6605

December 24, 1965

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,000.00 will be made to Roy Norquist on Contract No. 6605 for grading and paving on the Foster-Ram Creek Section of the Santiam Highway in Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $155,680.63, including the post-final payment. Of the total, $10,907.30 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUN 13 1966
FOR FILING
ERFO-148(2)
6605

December 15, 1965

Mr. Roy Norquist
1321 "L" Street
Sweet Home, Oregon

#17

Dear Mr. Norquist:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from August 1 to August 11, 1965, to complete Contract No. 6605 for grading and paving the Foster-Ham Creek Section of the Santiam Highway in Linn County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm

cc R. D. Asbury
H. H. Hoover
F. D. Morgan
L. H. Young
C. H. Maleen
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6605 Contractor Roy Norquist

Highway Santiam

Section Foster-Ram Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Change in plans extended the length of work one week (7 days). Shut down order of 3 days in effect Labor Day weekend, September 4, 5 and 6.

Recommended for Approval:

R. D. Ahrens
Division Engineer

John T. Buck
Construction Engineer or Bridge Engineer

J. W. Kuhn
Assistant State Highway Engineer

Contract No.	6605
Project designation	ERFO-148(2) State-Federal
Date awarded	June 4, 1965
Work started	June 1, 1965
Per cent completed	100% Sept. 21, 1965 Date
Specified Completion Date	August 1, 1965
Project Completed	Sept. 21, 1965
Days Requested	10

State Printing 1966

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 1965
H N. HOOVER
RES. ENGR.

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 4, 1965, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10 additional days to ..... days, within which to complete our Contract No. 6605, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 20 to July 27, 1965 (7 days) Time lost when it was necessary to abandon mandatory rock pit at MP 33.2 because of unsuitable material and move to suitable pit at MP 32.3

Liquidated damages not be assessed on September 4, 5 and 6 when we were requested not to work due to Labor Day weekend

Respectfully submitted,

ROY NORQUIST
Contractor

By Roy Norquist

CONSENT OF SURETY

Date October 5, 1965

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY

By .....
L. W. Neff Attorney-in-fact

MANSFIELD & CO.

.....
Resident Agent

(SEAL)

FORM H-20 ROH 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1965

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT:
Extension of Time
Foster-Ram Creek Section
Santiam Highway
Contract No. 6605

Attached is a request from Roy Norquist, contractor on the subject contract, for an extension of the specified completion date from October 1 to October 11, 1965 without the assessment of liquidated damages.

The contractor's request is based on time lost when he was required to move from a mandatory material source that became unsuitable and also during the time that a "shut down" order was in effect over the Labor Day weekend.

This contract listed a mandatory source for riprap. After the contractor had removed some material from this source it became unsuitable and an alternate source was subsequently available to the contractor.

During the time that the contractor was working in the specified source he had additional equipment on the project and was able to perform the riprap work in conjunction with other contract work. When the alternate source was made available to him it represented virtually all of the work which he could perform. It took him 6 working days or 7 calendar days to complete hauling riprap from the substituted source. An extension in this amount is justified.

In order to reduce the traffic hazard from the contractor's hauling operations, he was issued a "shut down" order covering the 3 day period September 4th through 6th. An extension for these 3 days is justified.

The original completion date for this contract was August 1, 1965. The work was completed September 21, 1965. This is a 51 calendar day overrun and amounts to $5,100.00 in liquidated damages, based on the penalty rate of $100.00 per day.

Based on the reasons listed above, we recommend that the specified completion date be extended to August 11, 1965. This will reduce the liquidated damages to $4,100.00.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who indicates that they will concur in the time requested in connection with the "shut down" order, but that the change in source will have to be reviewed when the request is submitted to them.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John Bond

John Bond
Staff Assistant

JB:nh

Attachments

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1965
FOR FILING
ERFO-148(2)
6615

December 15, 1965

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File: 08-35-24
Foster-San Creek Section
Santiam Highway
Project No. ERFO-148(2)

Dear Sir:

Please refer to your November 23 letter in which you concur in a ten-day time extension on the subject project, but deny the three days during an ordered "shut down" period over Labor Day weekend. We respectfully ask a more thorough review and reconsideration of the validity of the shut down time extension. We find no basis in the Special Provisions or General Specifications to substantiate your position, and assure you this was not our intent. The stop work order in this instance was issued out of concern for the safety and convenience of the traveling public during a long holiday weekend and was done under the provisions of Section 8-6. This section makes no reference to liquidated damages.

Section 8-6 includes "Temporary Suspension of Work" as the very first cause for increase in time for performance of contract without assessment of liquidated damages.

Even without this specific statement in the specifications, we are sure that as a matter of equity under a contract, we would be in an untenable position to on the one hand prevent the contractor from performing, and on the other hand, assess damages for such nonperformance.

We recall that you recently concurred in a similar time extension on the West Unit, Coast Range Summit Section Contract No. 6330, and request that you do so in this instance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:fp srb

RECEIVED
DEC 9 - 1965
FOR FILING

ERFO-148(3)

6605

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 17
December 14, 1965 meeting

Gentlemen:

Roy Norquist, contractor on the Foster-Ham Creek Section of the Santiam Highway in Linn County, Contract No. 6605, requests an extension of the specified completion date from August 1 to August 11, 1965.

The contract plans listed a mandatory source for riprap. Material from this area became unsuitable after the contractor had started work in the source. An alternate source was made available to him but required seven calendar days to complete his hauling operations from this substituted source. A "shut down" order was issued to the contractor covering the three-day Labor Day week end in order to minimize the hazard to traffic connected with the contractor's hauling operations. These two reasons justify a ten-day extension.

I recommend that the specified completion date be advanced to August 11, 1965. This will reduce the liquidated damages to $4,100.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

RMS.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry
(Construction) fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6605 Contractor Ray Norquist

Highway Santiam

Section Foster-Ben Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Change in plans extended the length of work one week (7 days). Shut down order of 3 days in effect Labor Day weekend, September 4, 5 and 6.

Recommended for Approval:

R. D. Adams
Division Engineer

for Construction Engineer or Bridge Engineer

M B Kline
Assistant State Highway Engineer

Contract No. 6605

Project designation EEFO-148(2)
State-Federal

Date awarded June 4, 1965

Work started June 1, 1965

Per cent completed 100% Sept. 21, 1965
Date

Specified Completion Date August 1, 1965

Project Completed Sept. 21, 1965

State Printing 37000

E—330 (Rev.)—5M- 8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
OCT 6 1965
H N. HOOVER
RES. ENGR.

Oregon State Highway Commission
Salem, Oregon

Date October 4, 1965, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10 additional days to ..... days, within which to complete our Contract No. 6605, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 20 to July 27, 1965 (7 days) Time lost when it was necessary to abandon sanitary rock pit at MP 33.2 because of unsuitable material and move to suitable pit at MP 32.3

Liquidated damages not be assessed on September 4, 5 and 6 when we were requested not to work due to Labor Day weekend

Respectfully submitted,

ROY NORQUIST
Contractor

By Roy Norquist

CONSENT OF SURETY

Date October 5, 1965

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By .....
L. V. HOFF
Attorney-in-fact
HANSFIELD & CO.
.....
Resident Agent

(SEAL)

RECEIVED
DEC 1 - 1965
FOR FILING
ENFO — 148 (2)
6605

December 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 21, 1965, on Contract No. 6605. The contract was with Ray Marquist and was for grading and paving on the Foster-Sam Creek Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabco
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asberry

bg

RECEIVED
JAN 1 1966

Form CD-31
(11-63)
(Prev. by
A.O. 206-19)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 23, 1965

In reply refer to: 08-35-DA

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-148(2)
Foster - Ram Creek Section, Santiam Highway
Request for extension of time

Reference is made to your letters of November 17 and 18, 1965, subject as above. Your request indicated 10 days loss of time due to mandatory source becoming unsuitable and "shut down" during Labor Day weekend.

After review and consideration of these situations, we concur in the 7 days attributable to move from the mandatory source. We are unable to approve the 3 days resulting from shutdown during the Labor Day weekend. Since the required completion date was August 1, and the 7-day extension concurred in would lapse August 8, the holiday shutdown occurred during a delay period for which contract provisions were not responsible.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
[illegible]

RECEIVED
NOV 10 1965
CONSTRUCTION
DIVISION

Approved
Asst. State Hwy. Engr.

Pease
Merelock
Litchfield
[illegible]

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
NOV 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Original Bond - wife
Copies to Morgan
Glenn
Pease
11-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 19 1965
FOR FILING
ERFO-148(2)
6605

November 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
Foster- San Creek Section
Santiam Highway
Project No. ERFO-148(2)

Dear Sir:

Please refer to our letter of November 17 concerning the subject project. We inadvertently requested an extension of the specified completion date from October 1 to October 11, 1965. These dates should be corrected to read from August 1 to August 11, 1965.

We are sorry that this error occurred and will appreciate your changing your records accordingly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

srb

RECEIVED
NOV 18 1965
FOR FILING

FRFO-14X(2)
6615

November 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Re: Request for Extension of Time
Foster-Ram Creek Section
Santiam Highway
Project No. ERFO-14X(2)

Dear Sir:

We have received from Roy Norquist, contractor on the subject project, a request for an extension of the specified completion date from October 1 to October 11, 1965.

The contractor's request is based on time lost when he was required to move from a mandatory material source that became unsuitable and also during the time that a "shut down" order was in effect over the Labor Day weekend.

This contract listed a mandatory source for riprap. After the contractor had removed some material from this source, it became unsuitable and an alternate source was subsequently made available to the contractor. During the time that the contractor was working in the specified source he had additional equipment on the project and was able to perform the riprap work in conjunction with other contract work. When the alternate source was made available to him, it represented virtually all of the work which he could perform. It took him six working days or seven calendar days to complete hauling riprap from the substituted source. An extension in this amount is justified.

In order to reduce the traffic hazard from the contractor's hauling operations, he was issued a "shut down" order covering the three-day period September 4 through 6. An extension for these three days is justified.

The original completion date for this contract was August 1, 1965. The project was completed September 21, 1965. It is our recommendation that the completion date for this project be extended from August 1 to August 11, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh srb

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Foster-Ram Creek		WEEK ENDING: 16 Oct 65
		SECTION PREFIX: 22-1024
HIGHWAY: Santiam		COUNTY: Linn
NAME OF JOB: Foster-Ram Creek	KIND OF WORK: Grading and paving	
CONTRACTOR: Roy Norquist	CONTRACT NUMBER: 6605	FEDERAL AID PROJECT NUMBER: ERFO-148(2)
DATE OF CONTRACT: 4 June 65	DATE WORK STARTED: 1 June 65	ESTIMATED COMPLETION DATE: 21 Sept 65
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 1 Aug 65	PERCENT OF TIME ELAPSED: 188
PROJECT AUTHORIZATION: $ 190,243.12		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~188~~ x 100
EXCLUSIVE OF ENGINEERING: $ 176,714.72	ENGINEERING AUTHORIZATION: $ 13,528.40	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 154,680.83	ENGINEERING COST TO DATE: $ 14.500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~100~~
ESTIMATED PERCENT OVERRUN / UNDERRUN: 19 %	PERCENT OF AUTHORIZATION: 107 %	DATE PROJECT WAS COMPLETED: 21 Sept 65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Riprap	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	19.7	19.7			19.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	19.7	19.7			19.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4850 cy	3550 cy			1900 T
TOTAL QUANTITIES CORRECTED TO DATE	5700 cy	2768 cy			2435 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	"			
WEDNESDAY	Showers			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
OCT 20 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Office crew worked on semi-final estimate.
TUESDAY	Semi-final estimate delivered to division office.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office crew worked 1 day on semi-final records. Semi-final data delivered to Division office Tuesday.

Final Report.

SIGNED W M Thomas LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 25 1965

Form CD-121
(Rev. 7-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EBFO-148(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6605

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 15, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project EBFO-148(2)
Foster-Ram Creek Section
Grading and paving

As requested in Mr. Young's letter of June 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 4, 1965 in the award of contract No. 6605 to Roy Norquist, of Sweet Home, Oregon, low bidder in the amount of $161,205.00 at the May 18, 1965 bid opening.

NOTED
R.L PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form S-386—6M

STATE COPY

RECEIVED
JUL 6 - 1965

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project for item if additional funds are required.
Date June 5, 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

FOR FILING
ERFO-148(2)

Project Name Foster-Ram Creek
Highway Santiam
County Linn 6605
Contractor Roy Norquist
Address 1327 "L" Street, Sweet Home, Oregon

Date June 14, 19 65
Contract No. 6605
Prefix 22-1024
F. A. Project No. ERFO-148(2)
Order No 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish traffic flagmen to protect the traveling public while passing through and by the project.

Location by station numbers:

M.P. 37 to 57

Estimate of quantities and cost:

1,087 man hours at $4.00 = $ 4348.00

State's share 57½% 2500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special provisions for the project specify state participation in flagging costs. Monies provided in project authorization. Telephone approval received on June 3, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 190,243.12	
Present estimate of project cost, including $ 2500.00 for work under this order	$ 197,197.00	
Expected under-run or over-run amount	$ 6,953.88	
Expected under-run or over-run per cent	3.7	

Submitted by: /s/ H. N. Hoover, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Gerald Wimer, Assistant Salem

Approved /s/ L. H. Young, xxxxxxxxxxxxxxxxxx Office Engineer

orig to Young 7-6-65

Form B-66—Of

RECEIVED
JUL 6 - 65
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 10 1965
Date
GI-P
Dist. Engineer
U.S. Bureau of Public Roads

ERFO-148(2)

Project Name Foster - Ram Creek
Highway Santiam
County Linn 6605
Contractor Roy Norquist
Address 1327 "L" Street, Sweet Home, Oregon

Date June 14, 1965
Contract No. 6605
Prefix 22-1024
F. A. Project No. ERFO-148(2)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Furnish necessary materials, labor, and equipment to construct channel change of the Santiam River left of MP 38.1.

Location by station numbers:

MP 38.1

Estimate of quantities and cost:

materials	$1,000.00
labor	260.00
equipment	169.60
	$1,429.60
	214.40 - - contractor allowance 15%
	$1,644.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Plans call for channel change to be performed under an extra work basis. Monies provided in the original authorization.
Prior approval received by telephone on June 10, 1965.
No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 190,243.12
Present estimate of project cost, including $ 1,644.00 for work under this order	$ 197,197.00
Expected under-run / over-run amount	$ 6,753.88
Expected under-run / over-run per cent	3.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. T. Root
Resident Engineer

Approval Recommended: /s/ John A. Elwell
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ [illegible]
Asst. Division Engineer

Approved /s/ [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

Engr Files 7-6-65

material powder and caps		$1,000.00
labor driller and helper	48 hours	260.00
equipment wagon drill compressor	16 hours at 6.00 16 hours at 4.60	96.00 73.60
	Total	$1,429.60

RECEIVED
JUN 25 1965
OREGON DIVISION

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form S-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED [illegible]
Continuance of [illegible] section of project [illegible] additional
Date [illegible]
[illegible] Engineer
U.S. Bureau of Public Roads

FOR FILING

ERFO-148(2)

Project Name Detroit - Mill Creek

Highway Santiam 6605

County Linn

Contractor Roy Lorentzen

Address 1320 "L" Street, Sweet Home, Oregon

Date 11, 1965

Contract No. 6605

Prefix 22-1024

F. A. Project No. ERFO-148(2)

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish necessary equipment, labor and materials to clean up slides that endanger traffic and block drainage.

Location by station numbers:

MP 37.3 to MP 57.0 where needed.

Estimate of quantities and cost:

equipment	$1,000.00
labor	500.00
materials	100.00
sub-total	$1,600.00
	240.00 - - contractors allowance 15%

total = $1,840.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work necessary to protect traffic and highway facilities. Monies provided in original authorization. No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 190,243.12
Present estimate of project cost, including $ 1,840.00 for work under this order	$ 197,197.00
Expected under-run / over-run amount	$ 6,953.88
Expected under-run / over-run per cent	3.70

Space below this line for use of Salem office

Submitted by: /s/ H. N. Hoover, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Nims, Asst. State Traffic Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer for Office Engineer

State Treasurer

Olga Young 7-6-65

equipment loader, trucks, blade	$1,000.00
labor operators	500.00
materials	100.00
	$1,600.00

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1965
OREGON HIGHWAY DIVISION

RECEIVED
JUL 6 - 1965
FOR FILING

STATE COPY

APPROVED
[illegible] Section of
[illegible] Federal
[illegible] Act
Date [illegible] By [signature]
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ERFO-148(2)

Project Name Foster - Ram Creek Date [illegible] 1, 1965

Highway 6605 Santiam Contract No. 6605

County Linn Prefix 22-1024

Contractor Roy Norquist F. A. Project No. ERFO-148(2)

Address 132" "L" Street, Sweet Home, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish necessary equipment and labor to clean out inlets and outlets of existing culverts.

Location by station numbers:

MP 37.3 to 57.0 where needed.

Estimate of quantities and cost:

equipment	$101.60
labor	85.00
subtotal	$186.60
	28.00 -- contractor's allowance 15%
total	$214.60

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary to protect highway and drainage facilities from damage at the next high water. Monies provided in the original authorization. No work has been performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 190,243.12
Present estimate of project cost, including $ 214.60 for work under this order	$ 197,197.00
Expected under-run / over-run amount	$ 6,953.88
Expected under-run / over-run per cent	3.70

Space for the right of this line for Salem Office use only

Submitted by: /s/ H. M. Hoover, Resident Engineer Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Winer, Asst. Division Engineer Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

Orig to Young 7-6-65

equipment	
1 cy clamshell 8 hours at $12.70	$101.60
labor	
operator and oiler	85.00
	$186.60

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JUL 25 1965
DESIGN DIVISION

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1965
FOR FILING
ER-0-144(2)
6605

June 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 3, 1965 is requested in the award of contract for the Foster - Sun Creek Section, Project No. ER0-144(2).

The contractor receiving the award is Ray Marquist of Sweet Home in the amount of $161,205.00 with the Contract No. 6605 assigned. This bid was received on May 18, 1965 and awarded June 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding equal opportunity in employment as required by Bureau of Public Roads PR 20-4-64.

A statement concerning the bid item of loose riprap being considerably lower than our estimate has been requested from Mr. Lee.

We have no explanation for the contractor's low bid on this item but we do have a few facts as follows: The contractor had 17 days to review his bid between the time of submission and receiving award to notify us of an error in his bid. Eight days have passed subsequent to award--still no complaint. Work is progressing at a rapid rate with adequate equipment on the project.

We have consulted with our field engineers and they see no difficulty in obtaining reasonable quality of work within the time limit.

We hope this information is sufficient.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Chase
Assistant Office Engineer

cc: F. B. Klaboe
H. R. Asbury
M. H. Juve

DAR:ks

RECEIVED
AUG 13 1965
FOR FILING

ERTD-148(2)

6605

June 4, 1965

Mr. Ray Norquist
1327 "L" Street
Forest Home, Oregon

Dear Mr. Norquist:

The State Highway Commission on May 30, 1965, accepted your proposal for grading and paving on the Foster-Sam Creek Section of the Santiam Highway in Linn County for the sum of $161,205 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6605.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

FOR FILING

May 3, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.2-B4

A. W. Turnoss, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project: ESPO-148(2)
Baxter-Sun Creek Section
Grading and Paving

P.S. & E. documents for the denoted portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's April 16 and April 21, 1965 reports.

Mr. Young's April 28, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

Orig. to Young
w/attachs
5-6-65

Maint
Bridges
Spec

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 16, 1965

08-35.2-2A

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon ERFO-148(2)
Foster-Sun Creek Section
Mandatory Sources

Your letter, dated March 15, requests our concurrence in the designation of two mandatory sources on the subject project. These sources are located at Mile Posts 33.1 and 46.9 as indicated on sheet of the contract plans. It is our understanding that approximately 3000 cubic yards will be designated to come from the source at Mile Post 33.1 and that approximately 550 cubic yards will be from source at Mile Post 46.9.

Your letter explains that the removal of rock from these sources will be a great help in easing the alignment of sharp curves at these locations. This fact is confirmed by our Area Engineer.

This office concurs in your plan to require that materials be taken from these two sources. It is suggested that typical section shown on plan sheet two or the special provisions indicate how these pits are to be worked so the contractor will not be required to remove more than the desired amount of material.

Original to Young
3-19-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 16 1965
FOR FILING

March 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are planning to call for bids on April 6, 1965 for the Foster-Ram Creek Section of the Santiam Highway in Linn County. This project is for the reconstruction and repair of those sections of the highway which were damaged by the recent flooding.

Due to the difficulty of finding suitable material in the vicinity of the project, we are planning to specify that a portion of the riprap and granular fill material for the project must be taken from mandatory sources at Mile Points 33.2 and 47.0. These sources are rock points which jut out and cause sharp curvature in the existing highway. The removing of these points will be of benefit to and will aid in the easing off of the curves at these locations and will be of benefit in making future alignment changes.

The material in these rock cuts is hard, durable rock which would make excellent material for use as riprap and granular fill on this project.

The cost of taking material from these sources, due to their location in close proximity to the work, would be not more than and probably would be less than the amount it would cost to take suitable material from some other source, thus making the use of this material economically feasible.

We ask your concurrence in our plan to require that materials be taken from these two sources. We understand that this plan already has the tentative approval of your department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AS:bb

9-1117	Lava River Caves-Sugar Pine Butte Rd. Sec., The Dalles-California Hwy. (Paving)	1965
#6606		

RECEIVED
DEC 8 - 1965
FOR FILING

9-1117

6606

December 7, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $4,310.10 will be made to J.C. Compton Company on Contract No. 6606 for paving the Lava River Caves-Sugar Pine Butte Road Section of The Dalles-California Highway in Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $228,032.89 including the post-final payment. Of the total $1,065.69 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J.C. Compton Company
P.O. Box 86
McMinnville, Oregon

Hagan-Hamilton Insurance Company
Box 111
McMinnville, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
NOV 23 1965
FOR FILING
9-1117
6606

November 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1965, on Contract No. 6606. The contract was with J. C. Compton Company and was for paving on the Lava River Caves-Sugar Pine Butte Road Section of The Dalles-California Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

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NOV 2 - 1965
FOR FILING
9-1117
6616

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1965

SUBJECT: Lava Caves-Sugar Pine
Butte Road Section
The Dalles-California Hwy.

To:

Mr. F. D. Morgan
Construction Engineer

B U I L D I N G

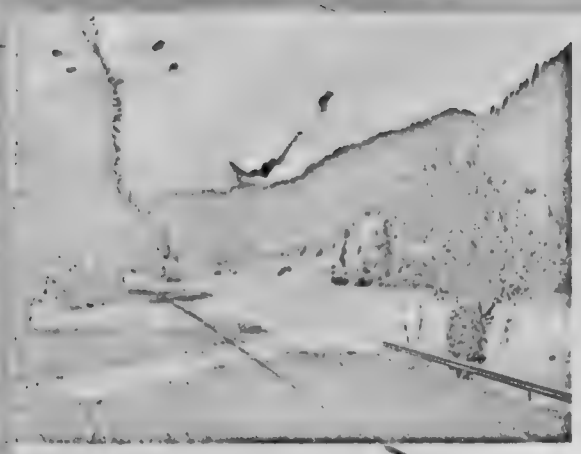
The J. C. Compton Company has claimed that they were not paid for all the asphalt used on the subject-named job. In my last reply to them of October 27th of which you were furnished a copy, I suggested that they work through the Construction Department for resolving the matter; however, they have chosen to send me additional information which I now transmit to you to determine the validity of their claim.

L. H. Young
Office Engineer

LHY:mb
Att.
cc: F. B. Klaboe

J. C. Compton Co.
Att: Mildred Pekkola, Sec'y

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER



PHONE: 472-5070
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

October 29, 1965

State of Oregon
Highway Department
Salem, Oregon

ATTENTION: Mr. Young

Gentlemen:

In answer to your letter of October 27 in regard to the quantity of 85/100 asphalt used on the Lava Caves Project #6606, I am enclosing the invoices that you do not have on your records plus an additional invoice from Shell Oil which I find was not checked off, in the amount of 14.75 tons. This invoice, together with invoices from Chevron Asphalt, makes up the shortage of 85/100 on this estimate.

The asphalt people will be sending to you the certified copies.

Respectfully,

J. C. COMPTON CO.

Mildred Pekkola

Mildred Pekkola, Secretary

MP/c

RECEIVED
NOV 1 1965
OFFICE ENGINEERING
DIVISION

RECEIVED
OCT 28 1965
FOR FILING
1. 1117
6606

October 27,1965

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Att: Mildred Pekkola, Secretary

Gentlemen:

Reference is made to your letter of October 25th with regard to the quantity of 85/100 asphalt used on the Lava Caves-Sugar Pine Butte Road Section of The Dalles-California Highway.

We have checked the list of invoices furnished by you and find that we do not have in our records the first four in your list numbered: 831102, 831103, 831092, 831093; nor do we have 831207. We do find that we made a one-half ton error in 831785 and have corrected our estimate accordingly. Outside of this one small error, the amount of asphalt for which we have records as submitted by the field checks our estimate. If you do not agree with the amount of asphalt shown by these supporting records, it is suggested that you have your project personnel contact the resident engineer, Mr. R. H. Clark who was the State representative on the job.

I am, by copy of this letter, bringing this situation to the attention of the Construction Department.

We are returning your list and tape.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
Enc.
cc: F. D. Morgan
J. F. Putnam
R. H. Clark
T. Boehme
V. Gallagher

J. C. COMPTON COMPANY

Highway Construction General Contractors

PHONE: 472-5070
AREA CODE 503

P. O. BOX 86 McMINNVILLE, OREGON 97128

Oct. 25, 1965

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attn: Mr. Young
Re: Contract 6606
Ref: Item #12 Asphalt

Dear Sir:

We are hereby filing a claim for 144.11 tons of 85/100 asphalt used on the Lava Caves-Sugar Pine Project and which was not included on our Semi-final Estimate No. 2. According to our Asphalt receipts a total of 1761.80 tons of 85/100 asphalt was used and we have only been credited with 1617.69 tons. This looks like a possible trans-position.

This was called to the attention of Mr. Gallagher and a copy of the shipping invoices and total tonnage that was used on the project was given to him to be checked with the State's figures.

As we have received no further word on this subject, I am writing to you to advise me on any further steps to be taken to make this adjustment.

Respectfully,

J. C. Compton Company

By Mildred Pekkola
Mildred Pekkola, Sec'y.

RECEIVED
OCT 26 1965
OFFICE ENGINEERING
DIVISION

Vince Report

10-27-65

Mr. Young:

Re J. C. Compton's letter, attached, of 10-25-65.

Mildred Pekkola called on Gene Blush requesting permission to check her invoice list against the Resident Engineer's invoice list. Blush refused to do so without authorization from you. In your absence, Blush referred her to my office.

The individual was informed that this office had no authority to resume any responsibilities. I did suggest, if she wished, copies of her invoices could be left here for the checking Engineer to use as reference. She further was instructed that no action would be taken based on her visit and any action taken by the Office Engineering would require their filing a claim through regular channels.

The attached invoices + adding machine totals were given to Gene Blush. No justification was found to change the Resident Engineer's final figures. I instructed Gene Blush to retain these in his file and to drop the matter completely.

Vince

Incidentally, the woman indicated her real purpose was to check our invoices and on the strength of that check, she would approach the oil company. She commented oil was delivered to several jobs in that area and possibly was overcharged by the oil company.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Lava River Caves-Sugar Pine Butte	SECTION: Lava River Caves-Sugar Pine Butte	WEEK ENDING: Oct. 2, 1965
		SECTION PREFIX: 9-1117
	HIGHWAY: The Dalles-California	COUNTY: Deschutes
	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 6606	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 26, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 9-30-65	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 241,924.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 224,720.98	ENGINEERING AUTHORIZATION: $ 17,203.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 223,500	ENGINEERING COST TO DATE: $ 8,500	DATE PROJECT WAS COMPLETED: 9-30-65
ESTIMATED PERCENT: ~~UNDERRUN~~ 4 %	PERCENT OF AUTHORIZATION: 49.4%	

NOTED
E. B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.36				5.36
MILES PARTIALLY COMPLETED	5.36				5.36
MILES COMPLETED	5.36				5.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)					24,800T 1380T
TOTAL QUANTITIES CORRECTED TO DATE					24,726T 1618T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					24,726T 1618T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8 (guide post)				

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	Clear		4	Waiting for guide post crew.
TUESDAY	"		0	
WEDNESDAY	"		0	
THURSDAY	"		0	
FRIDAY				
SATURDAY				

RECEIVED
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contractor started installing Guide Posts.
TUESDAY	Installing Guide Posts.
WEDNESDAY	Finished installing Guide Posts.
THURSDAY	Cleaning up.
FRIDAY	
SATURDAY	

REMARKS

Project complete. We expect to submit the Semifinal Estimate forepart next week.

Final Report.

SIGNED P. H. Clark LOCATION Bend

Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**F315

FORM S-122

RECEIVED
JUN 14 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
FRANCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1111
6606

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6606 for the following project:

Paving on the Lava River Caves-Sugar Pine Butte Road Section of The Dalles-California Highway south of Bend in Deschutes County.

This award was based on your bid of $214,544.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

10-1137 Reedsport-Koepke Slough Sec., 1965
Umpqua Hwy. (Stone Shoulders &
#6607 Paving)

RECEIVED
NOV 10 1965
FOR FILING

10-1137

6607

November 10, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6607 awarded to J. C. Compton Company for stone shoulders and paving on the Reedsport-Koepke Slough Section of the Umpqua Highway in Douglas County was completed on August 11, 1965, and accepted by the Highway Commission on November 8, 1965.

Final payment in the amount of $2,041.66 will be released to the contractor after November 18, 1965. The total contract amount is $85,941.73 including $1,773.40 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkm
cc J.C. Compton Co.
P.O. Box 86
McMinnville, Oregon

Hagan-Hamilton Insurance Co.
Box 117
McMinnville, Oregon

L.H. Young
C.H. Maison (Attn: John Herr)

RECEIVED
NOV 9 - 1965
FOR FILING
10-1137
6607

November 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 11, 1965, on Contract No. 6607.— The contract was with J. C. Compton Company and was for stone shoulders and paving on the Reedsport--Eeagles Slough Section of the Umpqua Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 8, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R, L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler
F. B. Klaboe

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Reedsport-Koepke Slough		WEEK ENDING: October 1, 1965
		SECTION PREFIX: 10-1137
HIGHWAY: Umpqua		COUNTY: Douglas
NAME OF JOB: Reedsport - Koepke Slough	KIND OF WORK: Paving and Stone Shoulders	
CONTRACTOR: J. C. Compton	CONTRACT NUMBER: 6607	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 8, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 120
PROJECT AUTHORIZATION: $97,783.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $90,830.35	ENGINEERING AUTHORIZATION: $6,953.53	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $87,954.56	ENGINEERING COST TO DATE: $9,419.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT XXXXXX UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 135 %	DATE PROJECT WAS COMPLETED: August 11, 1965

NOTED
F. B. KLABOE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD
				100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.38
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,300 tons
TOTAL QUANTITIES CORRECTED TO DATE					10,108 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					10,108 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to the Division Office October 1, 1965

Final Report

SIGNED Bobby D. Johnson LOCATION Coquille.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 14 1965

FORM E-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIPLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

10-1137

6607

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6607 for the following project:

Stone shoulders and paving on the Reedsport-Koepke Slough Section of the Umpqua Highway near Reedsport in Douglas County.

This award was based on your bid of $86,419.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

10-1138 Elkton Tunnel-Jack Cr. Sec., Umpqua Hwy. (Grad. & Pav.) 1965

#6608

RECEIVED
OCT 27 1966
FOR FILING
10-1138
6608

October 27, 1966

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $33.15 will be made to Morse Bros., Inc., on Contract No. 6608 for grading and paving on the Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $305,575.10, including the post-final payment. Of the total $14,303.44 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966

10-1138
6608

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 16, 1966, on Contract No. 6608. The contract was with Morse Bros., Inc. and was for grading and paving on the Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
OCT 4 - 1966
FOR FILING
10-1132
6608

August 26, 1966

Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

#3

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6608 for Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 14, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc L. R. Chandler
John Hagedorn
L. H. Young
F. D. Morgan
C. H. Malcom

RECEIVED
OCT 4 - 1966
FOR FILING

10-1138

6608

August 26, 1966

Morse Bros., Inc.
P. O. Box 246
Lebanon, Oregon

#3

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6608 for Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 16, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
John Hagedorn
L. H. Young
F. D. Morgan
C. H. Malsom

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elkton Tunnel - Jack Cr.		WEEK ENDING: August 5, 1966
		SECTION PREFIX: 10-1138
HIGHWAY: Umpqua		COUNTY: Douglas
NAME OF JOB: Elkton Tunnel - Jack Creek	KIND OF WORK: Grading & Paving	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 6608	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 16, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 15, 1965	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 345,428.47	ENGINEERING AUTHORIZATION: $ 24,843.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 320,584.54	ENGINEERING COST TO DATE: $ 36,350.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 305,541.95	PERCENT OF AUTHORIZATION: 146%	DATE PROJECT WAS COMPLETED: July 16, 1966
ESTIMATED PERCENT: [redacted] UNDERRUN: 1.27%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.4	5.4			5.4
MILES PARTIALLY COMPLETED	5.4	5.4			5.4
MILES COMPLETED	5.4	5.4			5.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,660 hrs	8,000			19,000
TOTAL QUANTITIES CORRECTED TO DATE	5,154 hrs	13,845			20,897
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,154 hrs	13,845			20,897
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Beyond Completion Date.			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY					
MONDAY	1	Fair	N.A.		
TUESDAY	2	Fair			
WEDNESDAY	3	Fair			
THURSDAY	4	Fair			
FRIDAY	5	Fair			
SATURDAY					

Routing
Morgan
Decker
Bono
Barbee
Walker
Swan
Pease
Merclock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 8 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 1	No work this week.
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY	

REMARKS

All work completed; the Semi-Final was submitted August 5, 1966.

SIGNED J. R. Davidson LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUL 27 1966
FOR FILING
10-113X
6614

July 27, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
August 25, 1966 meeting

Gentlemen:

Morse Brothers Inc., contractor on the Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County, Contract No. 6614, has requested an extension of the specified completion date from October 15, 1965 to July 28, 1966. The contractor's request is based on increased contract quantities and a delay encountered when the grading plan was revised. This phase of the work was on an equipment rental basis.

The contractor was delayed for a period of seven calendar days while an alternate rock surfacing and borrow source was being sought. The total grading work overran the plan quantity by 100 percent. This overrun justifies an additional 46 calendar days. Rock surfacing and asphaltic concrete paving exceeded the plan quantity and 37 calendar days are justified based on the contractor's average daily production. A stop work order was in effect from November 19, 1965, through May 18, 1966. A like extension is justified. The shoulder widening work was satisfactorily completed in the fall but during the following winter months settlement occurred which required additional patching. This work justifies an extension of five calendar days. The project was completed July 16, 1966.

I recommend that the specified completion date be extended to July 16, 1966. This will eliminate all liquidated damages. This is a State project.

John Hagedorn

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6608 Contractor Morse Bros. Inc.

Highway Umpqua

Section Elkton Tunnel-Jack Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

Delay in determining sources of material to construct the west end of the project justifies 7 days. Overrun in all grading work justifies 46 days. Overrun in surfacing and asphaltic concrete justifies 37 calendar days. Stop work time between November 19, 1965 and May 19, 1966 justifies a like extension. Additional patching required to correct shoulder settlement justifies 5 calendar days.

Recommended for Approval:

Jay B Boyd
ASSISTANT Division Engineer

for Construction Engineer or Bridge Engineer

J. K. Klabo
Assistant State Highway Engineer

Contract No. 6608

Project designation State (State-Federal)

Date awarded June 10, 1965

Work started July 16, 1965

Per cent completed 100 (XX ~~XXXXXX~~) Date July 16, 1966

No. of Workdays Allowed Specified completion date Oct. 15, 1965

No. of Workdays Used ---

Req. ext. to July 16, 1966

~~XXXXX

E—310 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 11/30/, 1965

Gentlemen:

We, the undersigned, respectfully request an increase ~~in the number of workdays from~~ of an additional 73 workdays ~~days to days~~ within which to complete our Contract No. 6608, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see letter attached

Respectfully submitted,

MORSE BROTHERS, INCORPORATED
Contractor

By F. W. Morse

CONSENT OF SURETY

Date 11/30, 1965

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland M. King
Attorney-in-fact

(SEAL)

Roland King
Resident Agent

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Elkton Tunnel-Jack Creek
Umpqua Highway
Contract No. 6608

Attached is a request from Morse Brothers Inc., contractor on the subject contract for an extension of the specified completion date from October 15, 1965 for an additional 73 workdays plus "stop work" time which is equivalent to July 28, 1966. The contractor's request is based on increased quantities and a delay caused while waiting a decision from the Highway Department concerning the grading phase which was on a rental basis.

The plan quantities for rock surfacing, asphaltic concrete and equipment rental hours were inadequate to complete the project. A rock surfacing source was sought which would provide a more reasonable cost and we delayed the contractor's other work for 7 calendar days while this search was made. When a source of economical rock was determined to be unavailable it was decided to borrow material to construct the west end of the project rather than widen in rock cuts. This additional borrow work, plus the overrun in all of the other grading work (a 100% increase over the plan quantity), justifies an extension of 46 calendar days, based on the original contract amount. The rock surfacing on this project will exceed the plan quantity by 6,628 yards. The contractor's average work day production was 400 cubic yards which justifies an extension of 25 calendar days. The asphaltic concrete paving exceeded the plan quantity by 3,793 tons. Based on the contractor's average work day production of 500 tons this overrun justifies an extension of 12 calendar days. The contractor was issued a "stop work" order on November 19, 1965. This order was rescinded May 19, 1966. All of the time covered by this stop work order is a justifiable reason for an equivalent extension. The contractor had completed all of the grade widening and base shoulder paving in the fall of 1965. This work was completed to the satisfaction of all concerned. During the winter months

settlement occurred in the shoulder areas causing the existing surfacing to crack. This settlement required additional patching before the final lift of A.C. could be placed. Five calendar days for this work are justified.

The project was completed July 16, 1966. Based on the reasons listed above an extension to July 17, 1966 can be justified. We recommend that the specified completion date be advanced to July 16, 1966. This will eliminate all liquidated damages. This is a State project and does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young

RECEIVED
JUL 21
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1965
FOR FILING
12-1152
6608

August 19, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6608, the Elkton Tunnel-Jack Creek grading and paving project on the Umpqua Highway in Douglas County is anticipated. Morse Bros., Inc. of Lebanon is the contractor. The original project authorization was $250,895.47. The present anticipated cost is $345,428.90, indicating an overrun of $94,533.43 or 37.7 percent.

This overrun is due to increased quantities of stone base, paving and equipment rental contract items necessary in order to construct the project to the planned width of 32 feet. The existing shoulder width and quantity of salvageable surfacing material is much less than was anticipated.

This is a State project and the additional work will be done by extending the regular contract items at the bid prices.

This request for additional authorization was given prior approval on July 29 by Chairman Jackson and it will be on the agenda at the August 23 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:fp bg

RECEIVED
DEC 1 1965

10-1138
FOR

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Elkton Tunnel-Jack Creek Date August 13, 1965

Highway 6408 Umpqua Contract No. 6606

County Douglas Kind of Work Grade & Pave Contractor Morse Bros., Inc.

Contract Amount $ 218,868.20

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
No. 17 Stone Base	6,628 cy.	$ 4.05	$26,843.40
No. 19 Class B A.C. Mixture	3,793 tons	5.35	20,292.55
No. 20 Asphalt in Mixture	250 tons	33.50	8,375.00
Minor items, unitemized algebraic total	Nos. 1; 3 - 13		32,020.00
Subtotal			$ 87,530.95
Approved work orders (Price, extra work and state force orders)			$ 4,150.00

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
Minor items, unitemized algebraic total	
Subtotal	$ —
Authorization for engineering	$ 17,841.45
Expected over-run or under-run of engineering authorization	$ 7,002.45
Costs not included above (explain)	$ —
Allowance for future contingencies (94 % of work remaining)	$ 10,035.32
Credits to come from transfers and deductions	$ —
Present estimate of project cost	$ 345,428.90

Brief Statement of principal causes of over-run: Width of existing roadbed and width and depth of existing shoulder rock is less than originally purported to be when first estimated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 250,895.47	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 345,428.90	
Expected over-run (Amount)	$ 94,533.43	
Expected over-run (per cent)	37.7	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] ASSISTANT Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

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AUG 16 1965
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FORM 8-60 REV. 7-64 SP*6220-784

1 453
6608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 13, 1965

SUBJECT: Revision of Typical Section
Elkton Tunnel Jack Creek Section
Umpqua Highway
Contract No. 6608

To: F. D. Morgan
Construction Engineer
Salem, Oregon

L

Recently in telephone conversations with Mr. Chandler we were requested to attempt by various means to bring the cost of the above subject project overrun within limitations previously set.

The methods entail increasing the depth of AC and decreasing stone subbase by a new strength ration. The methods are explained fully in two memos written by Mr. John Hagedorn, Resident Engineer.

The second memo outlines the procedure used which is the basis of price agreements 1, 2 and 3. These price agreements validate an overrun in various items needed to do the additional work. This overrun is also documented with a Report of Expected Overrun of Project Authorization which is included.

Mr. F. B. Klaboe has been apprised by phone of the conditions of memo No. 2 and has said to proceed on the 6" of base.

Your approval of these price agreements and revised Report on expected Overrun of Project authorization is recommended.

J. B. Boyd
Assistant Division Engineer

JBB : crd

cc: John Hagedorn

NOTED
F. B. KLABOE

FORM B-30X—COM—1-65 SP*6418.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 22, 1965

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Elkton Tunnel-Jack Creek Section
Douglas County
Contract No. 6608

The subject project was inspected on July 21 in company with John Hagedorn. Purpose of the inspection was to determine adequacy of typical section and contract provisions.

It is believed the plan typical section and contract quantities were based on an assumption of normal widths of existing rock shoulders. However, actual shoulder widths beyond the edge of existing oil surfacing were found to be generally quite narrow (2' or less) with salvageable rock material doubtful. Depths of this rock were checked in several spots and by observation of the cut alongside the pavement which had been opened up by the contractor. These depths ranged from 0 to 9 inches with the material contaminated.

Where the existing shoulder rock can be left in place, or salvaged, this, of course, should be done. However, areas where this appears feasible are very limited.

The above conditions have been discussed with Mr. Klaboe. Instructions have been received to hold the planned widths of 32 feet, revise the typical section as required, and submit request for overrun at the earliest possible date.

To accomplish this I have assembled figures and costs based on a revised typical section of 9 inches of pit run gravel and 4 inches of 1-1/2"-0 under the plan depths of level course and A.C. (see attached sketch). Quantites are figured on a vertical cut at the edge of pavement being required throughout the project. This will approximately double the required equipment and labor hours (Items 4 to 15). Added costs for the above are as follows:

1-1/2"-0 Base Material	3,035 cu. yds. @ $4.05	$12,307.95
Pit Run Base	14,844 cu. yds. @ $3.00	44,682.00
Items 4 to 15 doubled		32,020.00
		89,009.95
	+10% E. & C.	8,901.00
	TOTAL	$97,910.95

The revised surfacing depths are considered to be a minimum with the clay soil and traffic on this section.

Will you please review the above proposal. As previously stated, a request for increased authorization should be submitted at the earliest possible date.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: F. B. Klaboe (w/attach.)
J. L. Hagedorn "

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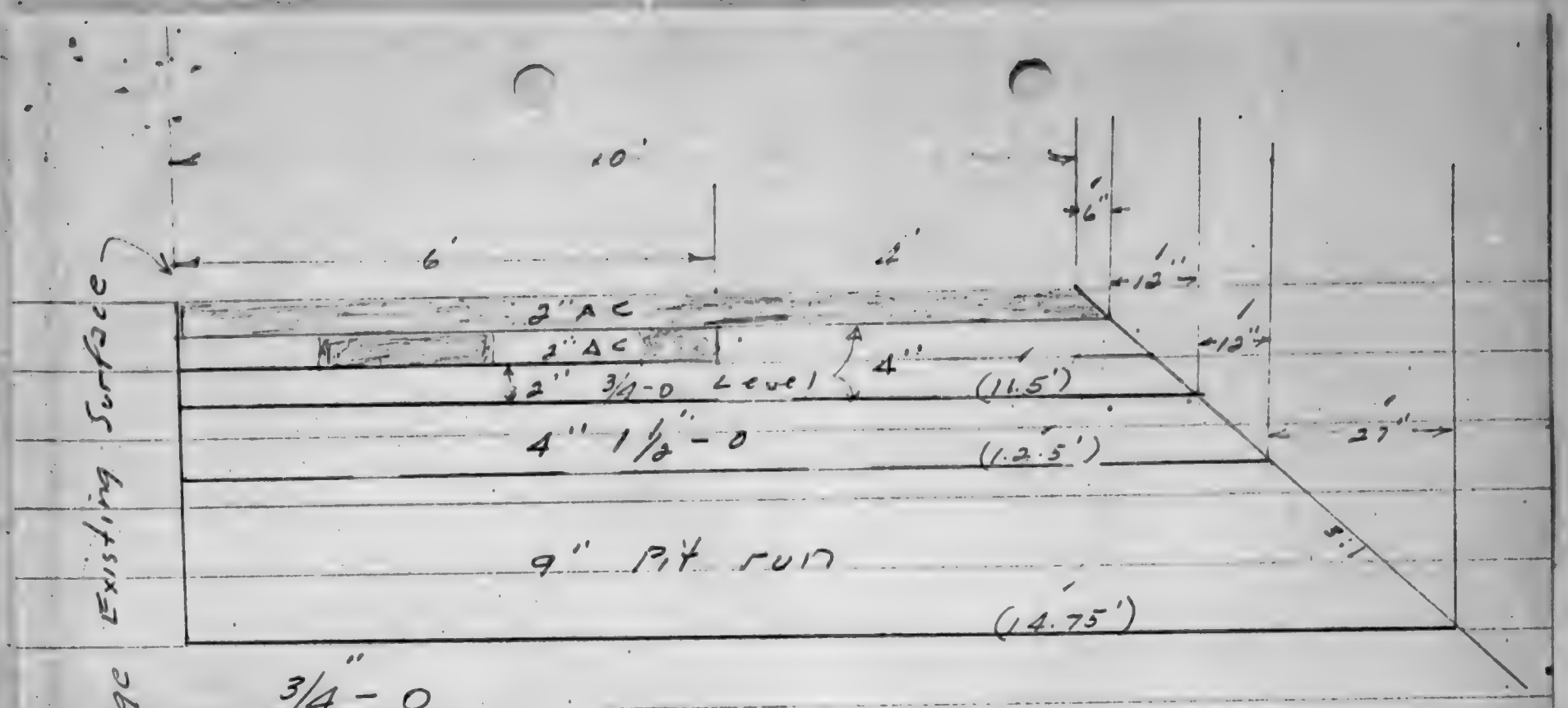
JUL 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER



3/4"-0

D' W' L'
2" x 16' x 1 mile = 521 Cu. Yd. per Mile

521 x 5.4 miles = 2813 Cu. Yds

2813 x 1.3 (compaction) = 3657 + 366 (10%) = 4023 Cu. Yds

(777 below plans)

4" of 1½"-0

D' W' L'
4" x 12 x 1 mile = 782 Cu. Yds Per Mile

782 x 5.4 miles = 4223. Cu. Yds.

4223 x 1.3 (Comp) = 5490 + 549 (10%) = 6039 Cu. Yds

(3039 over plan)

9" of Pit Run

D' W' L'
9" x 13.7 x 100' = $\frac{10275}{27}$ = 38 Cu. Yds x 52.8 = 2006 Cu. Yds per mile

2006 x 5.4 miles = 10,832 Cu. Yds

10,832 x 1.25 (Comp) = 13,540 + 1354 (10%) = 14,894 Cu. Yds.

(Not on plans)

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

10 1138

6607

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FOREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

Morse Bros. Inc.,
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6607 for the following project:

Grade and pave on the Elkton Tunnel-Jack Creek Section of the Umpqua Highway east of Elkton in Douglas County.

This award was based on your bid of $218,868.20 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

ER-198(3) Whiskey Cr. Slide Sec., Mt. Hood Hwy. S. of Hood River (Slide Corr.) [redacted] 1965

#6609

STATE COPY

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JUN 20 1966
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Modification number: 3

Project agreement number: ER-198(3)

R-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State: Oregon

County: Hood River

Project number: ER-198(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 428,400

Revised Federal funds $ 272,012.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of June, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-198(3)

MT. HOOD P.O.-HOOD RIVER SECTION OF THE

MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, April 26, 1966

Type Code: P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code: 6201
Whiskey Creek Slide (Sta. 1031+00 to Sta. 1100+00) (Contract No. 6609)

Clearing and Grubbing	All Required		$ 20,000.00
General Excavation, Unclassified	211,500 cu.yd.	$ 0.75	158,625.00
Special Borrow Excavation, Unclassified	117,500 cu.yd.	1.20	141,000.00
Rounding Cutbanks	330 lin.ft.	0.20	66.00
Trench Excavation, Unclassified	430 cu.yd.	4.00	1,720.00
Special Backfill in Drains	300 cu.yd.	6.00	1,800.00
Watering	172 M-gal.	3.00	525.00
3/4" - 0 Material in Base	1,000 cu.yd.	2.50	2,500.00
Stone Base	6,000 cu.yd.	2.50	15,000.00
3/4" - 0 Aggregate in Prime Coat	60 cu.yd.	5.00	300.00
RC-250 Asphalt in Prime Coat	10 ton	55.00	550.00
Class "B" Asphalt Concrete	2,200 ton	8.50	18,700.00
12-inch Culvert Pipe	130 lin.ft.	2.85	370.50
18-inch Culvert Pipe	130 lin.ft.	4.40	572.00
6-inch Drain Pipe	730 lin.ft.	1.75	1,277.50
8-inch Drain Pipe	700 lin.ft.	2.00	1,400.00
12-inch Drain Pipe	1,000 lin.ft.	2.95	2,950.00
Extra for AC Conc. Curb	1,200 lin.ft.	1.00	1,200.00
Extra for AC Conc. Ditch Lining	2,300 sq.yd.	3.00	6,900.00
Guide Posts, W-1	26 only	7.50	195.00
Bracket Reflectors	5 only	3.00	15.00
Guard Rail	660 lin.ft.	3.50	2,310.00
Guard Rail Blocks	130 only	3.00	390.00
Salvaging Type 2 Barricade	880 lin.ft.	0.75	660.00
Guard Rail-Salvaged Type 2 Barricade	880 lin.ft.	2.00	1,760.00
Furnishing Field Laboratory	All Required		600.00
Concrete Inlets, Type G-1	4 only	150.00	$ 600.00
			$381,986.00

Flagging (57½% of Contractors Cost)	All Required	$ 2,000.00
Seeding & Mulching	All Required	1,500.00
		$385,486.00
	Engr. & Cont.	38,548.00
	Subtotal	$424,034.00

Type Code: 6201
Flood Repair (M.P. 85.09 thru Eq. 85.79=89.00 to M.P. 102.00)
Temperary and Permanent*

Negotiated Equipment, Labor & Materials	All Required	$ 1,908.04
State Force Equipment, Labor, and Materials	All Required	1,327.56
		$ 3,235.60
	Engr. & Cont.	130.40
	Subtotal	3,366.00
	Total	$428,400.00

Length of Project: 13.70 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Whiskey Creek Slide (Contract No.6609)	424,034.00	269,243.00	154,791.00
Temporary Repair	3,366.00	2,135.00	1,231.00
Total	$428,400.00	$272,012.00	$156,388.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 14-1060
14-4417
14-4517

The field engineer neglected to submit a Phase 1 report. The temporary cost amount as shown on the estimate was taken from our cost records. D.M.S. office charges are not included in this estimate. Contract No. 6609 is complete and underrun. Bid Item No. 3 was reduced to make funds available for other projects.

*The permanent repairs 'n areas other than contract area was done in conjunction with the temporary work.

Force orders were written and intended to apply to the contract. This is why they are not specifically mentioned.

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MONTHLY TRANSACTION NO.
SEP 29 1965
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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FO R-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Hood River

PROJECT NO.: ER-198(3)

PROJECT REPORT NO.: ER-198(3)

6697

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood P. O. - Hood River Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-23-65	0.360
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-65	0.360
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 457,770	$ 290,455.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Owen

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
ER-198(3)
2

FORM R-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE
Oregon

COUNTY
Hood River

PROJECT NO.
ER-198(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood P. O. - Hood River Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-23-65	0.360
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-65	0.360
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 457,770	$ 290,455.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd P. Clemens

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-193(3)

MT. HOOD P.O.-HOOD RIVER SECTION OF

THE MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Whiskey Creek Slide (Sta. 1081+00 to Sta. 1100+00) (Contract No. 6609)

Clearing and Grubbing	All Required		$ 20,000.00
General Excavation, Unclassified	211,500 cu.yd.	$ 0.75	158,625.00
Special Borrow Excavation, Unclassified	142,300 cu.yds.	1.20	170,760.00
Rounding Cutbanks	330 lin.ft.	0.20	66.00
Trench Excavation, Unclassified	430 cu.yds.	4.00	1,720.00
Special Backfill in Drains	300 cu.yds.	6.00	1,800.00
Watering	172 M-gals.	3.00	525.00
3/4" - 0 Material in Base	1,000 cu.yds.	2.50	2,500.00
Stone Base	6,000 cu.yds.	2.50	15,000.00
3/4" - 0 Aggregate in Prime Coat	60 cu.yds.	5.00	300.00
RC-250 Asphalt in Prime Coat	10 tons	55.00	550.00
Class "B" Asphalt Concrete	2,200 tons	8.50	18,700.00
12-inch Culvert Pipe	130 lin.ft.	2.85	370.50
18-inch Culvert Pipe	130 lin.ft.	4.40	572.00
6-inch Drain Pipe	730 lin.ft.	1.75	1,277.50
8-inch Drain Pipe	700 lin.ft.	2.00	1,400.00
12-inchDrain Pipe	1,000 lin.ft.	2.95	2,950.00
Extra for AC Conc. Curb	1,200 lin.ft.	1.00	1,200.00
Extra for AC Conc. Ditch Lining	2,300 sq.yd.	3.00	6,900.00
Guide Posts, W-1	26 only	7.50	195.00
Bracket Reflectors	5 only	3.00	15.00
Guard Rail	660 lin.ft.	3.50	2,310.00
Guard Rail Blocks	130 only	3.00	390.00
Salvaging Type 2 Barricade	880 lin.ft.	0.75	660.00
Guard Rail-Salvaged Type 2 Barricade	880 lin.ft.	2.00	1,760.00
Furnishing Field Laboratory	All Required		600.00
Concrete Inlets, Type C-1	4 only	150.00	600.00
			$411,746.00
Flagging (57½ of Contractor's Cost)	All Req.		2,000.00
Seeding & Mulching	All Req.		1,500.00
	Subtotal		$415,246.00
	10% Engr. & Cont.		41,524.00
	Total		$456.770.00

Length of Project - - - - - - - - - - - - - 0.360 miles
Cost of Roadway per mile - - - - - - - - $1,268,505.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Whiskey Creek Slide	456,770.00	289,821.00	166,949.00
	$457,770.00	$290,455.00	$167,315.00
Retained in Authorized Fund Status			
Temporary and permanent work not covered by this estimate	26,230.00	16,643.00	9,587.00
	$484,000.00	$307,098.00	$176,902.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 14-1060

Oregon State Highway Department

Federal-Aid
Project No. ER-198(3)

MT. HOOD P.O.-HOOD RIVER SECTION OF THE

MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 10, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6201
Whiskey Creek Slide (Sta. 1081+00 to Sta. 1100+00)

Clearing	All Required		$ 12,000.00
General Excavation, Unclass.	211,500 cu.yd.	$ 0.75	158,625.00
Special Borrow Excavation, Unclassified	142,300 cu.yd.	1.25	177,875.00
Rounding Cutbanks	330 lin.ft.	0.30	99.00
Trench Excavation, Unclass.	430 cu.yd.	3.00	1,290.00
Special Backfill in Drains	300 cu.yd.	7.00	2,100.00
Watering	175 M-gal.	3.00	525.00
3/4" - 0 Material in Base	1,000 cu.yd.	4.00	4,000.00
Stone Base	6,000 cu.yd.	3.50	21,000.00
3/4" - 0 Aggregate in Prime Coat	60 cu.yd.	6.00	360.00
RC-250 Asphalt in Prime Coat	10 ton	75.00	750.00
Class "B" Asphalt Concrete	2,200 ton	9.00	19,800.00
12-inch Culvert Pipe	130 lin.ft.	3.75	487.50
18-inch Culvert Pipe	130 lin.ft.	5.00	650.00
6-inch Drain Pipe	730 lin.ft.	2.00	1,460.00
8-inch Drain Pipe	700 lin.ft.	2.50	1,750.00
12-inch Drain Pipe	1,000 lin.ft.	3.75	3,750.00
Extra for A.C. Concrete Curb	1,200 lin.ft.	1.00	1,200.00
Extra for A.C. Concrete Ditch Lining	2,300 sq.yd.	2.00	4,600.00
Guide Posts, W-1	26 only	8.00	208.00
Bracket Reflectors	5 only	2.00	10.00
Guard Rail	660 lin.ft.	3.00	1,980.00
Guard Rail Blocks	130 only	2.00	260.00
Salvaging Type 2 Barricade	880 lin.ft.	1.00	880.00
Guard Rail-Salvaged Type 2 Barricade	880 lin.ft.	1.00	880.00
Furnishing Field Laboratory Building	All Required		500.00
Concrete Inlet, Type G-1	4 only	150.00	600.00
			$417,639.50
Flagging (57½ of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		1,500.00

Subtotal	$421,139.50
10% Engr. & Cont.	42,113.50
Total	$463,253.00

Length of Project - - - - - 0.360 Mile
Cost of Roadway Per Mile- - $1,286,813.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 30.00	$ 950.00
Whiskey Cr. Slide	463,253.00	12,910.00	450,343.00
	$464,253.00	$12,940.00*	$451,293.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this estimate	$19,747.00	~~$60.00*~~ $860.00	~~$ 19,687.00~~ $18887.00

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
FEB 1 - 1966
FOR FILING

ER-198(3)
1609

February 1, 1966

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6609 awarded to Rogers Construction, Inc., for slide correction work on the Whiskey Creek Section of the Mt. Hood Highway in Hood River County was completed on November 19, 1965, and accepted by the Highway Commission on January 31, 1966.

Final payment in the amount of $11,591.25 will be released to the contractor after February 8, 1966. The total contract amount is $386,425.04 including $3,049.93 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
Peyton Building
Spokane, Washington
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 1 • 1966
FOR FILING
ER-198(3)
6609

January 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1965, on Contract No. 6609. The contract was with Rogers Construction, Inc. and was for Whiskey Creek slide correction on the Mt. Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Whiskey Creek Slide		WEEK ENDING: January 8, 1966
		SECTION PREFIX: 14-1060
HIGHWAY: Mt. Hood		COUNTY: Hood River
NAME OF JOB: Whiskey Creek Slide Section	KIND OF WORK: Slide Correction	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6609	FEDERAL AID PROJECT NUMBER: BR-198(3)
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 20, 1965	ESTIMATED COMPLETION DATE: November 19, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $467,151.75	SPECIFIED COMPLETION DATE: October 15, 1965	PERCENT OF TIME ELAPSED: 127%
EXCLUSIVE OF ENGINEERING: $433,932.07	ENGINEERING AUTHORIZATION: $33,219.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $397,525.04	ENGINEERING COST TO DATE: $24,408.34	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED PERCENT UNDERRUN: 8.4 %	PERCENT OF AUTHORIZATION: 73.5%	DATE PROJECT WAS COMPLETED: November 19, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.36	0.36			0.36
MILES PARTIALLY COMPLETED	0.36	0.36			0.36
MILES COMPLETED	0.36	0.36			0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	354,530 cy	7,060 cy			2,210 tons
TOTAL QUANTITIES CORRECTED TO DATE	350,593 cy	6,794 cy			2,120 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	350593 cy	6,794 cy			2,120 tons
AVERAGE DAILY QUANTITIES	--	--			--
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	--	--			--
NUMBER OF SHIFTS PER DAY	--	--			--
HOURS PER SHIFT	--	--			--

EQUIPMENT USED DURING THE WEEK:

None used

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow			
MONDAY	Rain - Snow			
TUESDAY	Cloudy			
WEDNESDAY	Rain			
THURSDAY	Cloudy			
FRIDAY	P. Cloudy			
SATURDAY	Rain			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contract bid items completed on 11-19-65. No work on this project this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Division Office on January 6, 1966.

This will be the Final Field Engineer's Weekly Report on this project.

SIGNED Richard S. Hawkins, Res. Eng'r.

LOCATION P. O. Box 122, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 29 1965

FOR FILING

Form CC-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 27, 1965

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-198(3)
Order for State Force Work No. 1

Mr. Young's letter of December 17, 1965 furnished copies of subject State Force Order providing for patching of damaged pavement caused by contractor's equipment on the Whiskey Creek slide section. This letter confirms our December 13, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons given in Mr. Young's letter and in the estimated amount of $400.00 with Federal participation of $240.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on Force Account Work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
By Asst. State Hwy. Engr
w/ encl.
12-28-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Continuation upon modification of
project
(date)
DEC 13 1965 G1-P
Dist. Engineer
U.S. Bureau of Public Roads

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Whiskey Creek Slide Section Date Nov. 30, 1965

Highway Mt. Hood Highway Contract No. 6609 F. A. Project No. ER-198(3)

County Hood River Prefix 14-1060 Account No. 252-03

Description of Work To Be Done:

Patch areas of the Mt. Hood Highway that were damaged by the contractor's hauling operation while repairing the subject section of road.

Location by Station Numbers:

Stations 1043, 1114 and 1120

Estimate of Quantities and Costs:

40 tons A.C. @ $10.00/ton - $400.00

Note: See Price Agreement #6 on the subject project.

Explanation:

The State Maint. Forces can add this minor patch to their normal patching work in the spring when weather conditions are more suitable for this kind of work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$467,151.75
Present estimate of project cost, including $400.00 for work under this order	$450,021.30
Expected under-run ~~over-run~~ (amount)	$17,130.45
Expected under-run ~~over-run~~ (per cent)	3.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ L. H. Young
~~Deputy~~ ~~Assistant~~ State Highway Engineer.
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
DEC 17 1965
...LING

(3)
6609

December 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 3, Account No. 252, covering the patching of existing pavement damaged by the contractor's hauling operations on the Whiskey Creek Slide Section of the Mt. Hood Highway in Hood River County, Contract No. 6609 in connection with Federal-Aid Project No. ER-193(3).

This work was deleted from the contractor's obligation by P.A. No. 6 which also charges the contractor for the work. State Forces can add this minor patch to their normal patching work in the spring when weather conditions are more suitable for this type of work.

This work was tentatively approved by the BPR District Engineer December 13, 1965. Your approval as of that date, under the provisions of PPM 21-6.3 on actual cost basis, is requested.

The estimatedamount of this order is $400.00 with Federal participation of $240.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Att.

RECEIVED
JAN 5 - 1966

COMMISSIONERS
CLINTON F. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-198 (3)

6609

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 19, 1965, on Contract No. 6609, Whiskey Creek Slide Section, in Hood River County, in connection with Federal-Aid Project No. ER-198(3).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 27, 1965

Conditions noted on above date:

None

WRG/

A. W. Parsons
Division Engineer

By G. R. Brooks
District Engineer

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr.
1-5-66

RECEIVED
NOV 15 1965
FOR FILING ER-198(3)

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6609

KLH 30E

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 2, 1965

In reply refer to: 08-35.DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-198(3)
Whiskey Creek Slide Section
Mt. Hood Highway
Hood River County State Force Order No. 2

Mr. Young's letter of October 19, 1965 furnished copies of subject order covering repairing and maintaining the detour road (county road), subject ER project. This letter confirms our tentative oral advance approval of October 12, 1965.

We have approved the use of State Force account procedures in accordance with PPM 21-6.2 by use of labor, materials, and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $4,500 with Federal participation of $2,700.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on Force Account work.

A signed copy of the approved order is attached herewith.

REFERRED TO
By Asst. State Hwy. Engr.
11-15-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-188—526

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 12 1965 By [signature]
Eng. Coordinator
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Whiskey Creek Slide Section Date October 7, 1965

Highway Mount Hood Contract No. 6609 F. A. Project No. ER-198(3)

County Hood River Prefix 14-1060 Account No. 273-02

Description of Work To Be Done:

Repair and maintain detour.

Location by Station Numbers:

Hood River County Road paralleling the Mount Hood Highway from MP 97.79 to MP 101.51

Estimate of Quantities and Costs:

Equipment - - - - -	$ 500.00
Labor - - - - - - -	1,500.00
Materials - - - - -	2,500.00
	$4,500.00

Explanation: The repair and maintenance of damage to subject county road is due to the increased flow of traffic and the settlement of the road in the area directly above the Whiskey Creek Slide now under repair.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$467,151.75
Present estimate of project cost, including $4,500.00 for work under this order	$467,151.75
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard Hawkins, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 9 - 1965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 26 1965
The Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Whiskey Creek Slide Date Oct. 25, 1965

Highway Mt. Hood Contract No. 6609

County Hood River Prefix 14-1060

Contractor Rogers Construction, Inc. F. A. Project No. ER-198(3)

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Surface seal numerous cracks created by the major movements of the Whickey Creek Slide.

Location by station numbers:

Right of Sta. 1087 to Sta. 1091

Estimate of quantities and cost:

Equipment	$ 894.00
Labor	346.00
Contractors %	186.00
Total	$1,426.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work to be performed is beyond any normal scope of the contractor's responsibility within the limits of the contract. Due to the nature of the work it is impossible to apply units or unit prices; therefore, this work should be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$467,151.75
Present estimate of project cost, including $1,426.00 for work under this order	$467,151.75
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 11-9-65

RECEIVED
OCT 20 1965
FOR FILING

EA-1-8(3)

6609

October 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 273, covering repairing and maintaining the detour road on the Whiskey Creek Slide Section of the Mount Hood Highway in Hood River County, Contract No. 6609 in connection with Federal-Aid Project No. ER-19B(3).

This order is to cover cost of repairing and maintaining the detour, county road, above contract work area. The county road is sett ing due to increased traffic because of its use as a detour. The work involved is primarily surface patching at frequent intervals. The contractor is not equipped or staffed to do this work and it is not the contractor's obligation to maintain the county road. The State has necessary equipment and personnel to do the work most economically.

The total estimated amount of this order is $4,500.00 with Federal participation of $2,700.00.

This order was tentatively recommended for approval by the BPR Area Engineer October 12, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

KMR:cr

Enc.

RECEIVED
SEP 30 1965

ER-198(3)

Form CD-121 (11-63) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

Klabee

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-198(3)
Whiskey Creek Slide, Mt. Hood Highway
State Force Order No. 1

Reference is made to your letter dated September 17, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
Yours w/encl.
By Asst. State Hwy. Engr.
9-29-65

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 10 1965 By Bill Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Whiskey Creek Slide Section Date September 8, 1965

Highway Mt. Hood Contract No. 6609 F. A. Project No. ER-198(3)

County Hood River Prefix 14-1060 Account No. 224 & 238 - 01

Description of Work To Be Done:

Fertilizing, mulching, grass seeding, and use of wire netting where needed throughout the project to be done by State Erosion Control Crews as protection against erosion.

Location by Station Numbers:

Sta. 1080+00 to Sta. 1103+00

Estimate of Quantities and Costs:

1.00 Acre of Seeding, Fertilizing, Mulching and Laying Wire Netting at $2000/A	$2,000.00
4.00 Acres of Seeding, Fertilizing and Mulching at $175.00 per Acre	700.00
Total	$2,700.00

Explanation:

The State is equipped to perform work with special equipment with substantial savings of public funds. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 467,151.75	
Present estimate of project cost, including $ 2,700.00 for work under this order	$ 467,151.75	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0.00	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-122X 80M 2-65

RECEIVED
SEP 30 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WA[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-198(8)
1.6.14

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 27, 1965

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Re: Whiskey Creek Slide Section
Mt. Hood Highway
Contract No. 6609
Confirmation of Verbal
Agreement - Rock Backfill

Gentlemen:

This is to confirm the verbal agreement made at the conference held on September 16 at the job site with Mr. Chas. McInroe and our representatives, Messrs. John H. Walker, Richard Hawkins and R. P. Hamilton. This agreement was made for the express purpose of expediting placement of the stone embankment material.

Overweight loads will be permitted by vehicles hauling from the two rock sources which you have acquired subject to the following conditions:

(1) Any damage to roadway due to overweight loads will be repaired at your expense.

(2) If roadway begins to show signs of failure, appropriate action, such as lightening loads, will be taken.

(3) The roadway adjacent to the rock bluff bordering the Webster Orchard property 0.8 mile southerly of the slide will be protected by the placing of a suitable blanket of dirt over it. The removal and replacement of any guardrail through this area will be at your expense, and you will maintain suitable access in and out for the family residing there.

(4) The responsibility for moving of utilities, protection to private property and costs of any other factors involved will be assumed by you unless otherwise specified in the contract for this project.

NOTED
F.B.MABOE

To further expedite this work, the State agrees to maintain traffic via the county road until placement of the stone embankment is completed.

Your written acknowledgement of this agreement is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

MDG:fp:bjm

cc: F. B. Klaboe
J. F. Putnam
R. S. Hawkins
R. P. Hamilton

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EE-198 (3)
6609

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Sept. 23, 1965

Mr. Chadwick G. Miller
Route 1, Box 19
Parkdale, Oregon

Dear Mr. Miller:

Re: Whiskey Creek Slide
October, 1964.

I have for reply your letter of September 14, 1965, relating to damage you sustained by reason of a washout in the Whiskey Creek slide area on the Mt. Hood Highway. On behalf of the Highway Commission, I wish to express regret at this unfortunate occurrence.

However, so far as we have been able to determine, neither the slide nor the resulting damage to your automobile resulted from any negligence or other fault on the part of the Highway Department or its employees. Accordingly, there seems to be no basis for any legal liability upon the part of the Highway Department in this instance.

As I am sure you will appreciate, the State or the Highway Commission cannot follow a policy of disbursing public funds in payment of damage claims where there is no basis for legal liability. For this reason, it will be impossible for the State to reimburse you for the uninsured portion of your loss.

Very truly yours,

C. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks:fwh

cc- Mr. Tom Edwards
Mr. E. S. Hunter
Mr. R. P. Hamilton
Mr. J. F. Putnam
Mr. C. E. Rohde

RECEIVED
SEP 27 1965
FILING

Chadwick H. Miller
Rt #1 Box #19
Parkdale, Oregon
September 14, 1965

Oregon State Highway Dept.
State Highway Building
Salem Oregon

RECEIVED
SEP 16 1965
LEGAL & RIGHT OF WAY

Dear Mr. Rohde:

Last October 8th there was a washout of most of the east half of the state highway in the Whiskey Creek slide area about a mile South of Hood River. We (my mother and I) were the ones that hit the hole. It was still dark about 6 O'clock. We were headed for an 8 O'clock appointment with the Speech and Hearing Clinic in Portland. I saw the washout but could not avoid it as a truck and a car had just passed on the other side going south. We bounced clear but landed in the ditch.

Deputy Lynch and your state highway man Mr. Stout did not arrive on the scene for about a half hour later. During that half hour my

Mother and I warned all the on coming traffic — logging trucks and men heading for work on the morning shift at the local Apple Growers Association.

The hole was several feet deep; deputy Lynch measured it with a loose metal highway post. and your highway foreman, Mr. Stout closed the road as soon as he arrived. She later told me that she thought that there could have been a very serious accident, and that it took a good many yards of gravel to fill the hole.

My Farmers insurance paid me $40. of the $140. damages — I have a $100 deductible policy. They said that they got nothing from the State as there was no negligence after the State Highway Dept was notified. This is one version of state policy. as I have heard other versions of state policy I thought I better make sure you had the story straight. Your Dalles superintendent was very helpful and gave me your name. I wish to apply for the remaining $100. if there are funds to cover it.

Your Truly,
Chadwick G. Miller

RECEIVED
SEP 20 1965
FOR FILING

Copies sent 9-20-65
Cooper
Porter

FORM B-302 — 50M — 1-49 SP*6418-754

ER-198 (3)

6607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1965

To: MEMO TO THE FILES

SUBJECT: Whiskey Creek Slide
Conference with Contractor re Rock Backfill - September 16, 1965

At approximately 2:30 P.M., September 16, 1965, at the Whiskey Creek Slide, Mr. Chas. McInroe, Rogers Construction Company, Dick Hawkins, Resident Engineer, Bob Hamilton, District Maintenance Superintendent, and myself met to discuss additional sources and problems involved to obtain rock backfill material for the slide embankment.

The State prospective source near the river at the slide is giving some problems in obtaining the gravel material due to large boulders tightly set which dozers have problems moving and also the dragline does not make much progress in them. Fine sand and silt pockets are also a problem and production is slow. It is estimated they are not obtaining much more than 700 cu. yds. per shift. Some 6,000 cu. yds. have been moved to date. It is estimated there is some 140,000 needed.

To speed up the operation the use of two rock areas was suggested. One is on the Henry English property which is 0.8 mile north of the slide at which is called the "Y" at the easterly edge of Hood River. Rogers Construction Company has obtained this site. It is a rock ridge lying north easterly from the old highway east of the Hood River Bridge and it also lies westerly from the road which connects the Hood River Highway to 80N at the interchange. The use of this area will actually help sight distance on both roads. There could be some delay in traffic when working close to the road, but do not believe it will be too bad as Rogers intends to work from the center of the area outward toward the road which will leave only a thin ridge when the last operation takes place. In using this site, Rogers is responsible for all Utilities and any other factors involved. It is their own site. On the roadway between this site and the slide approximately 1,500 ft. is under traffic at present. The balance is now closed due to the detour.

NOTED
F. B. KLABOE

The second site is a roadway rock bluff high cut and borders the Webster Orchard property. Rogers Construction Company has made arrangements for any rock outside our right of way limits at a 10 cent a yard royalty. This will be the Rogers site and they assume all liabilities as far as the property is concerned. This cut is at Mt. Hood Highway Station 1042 and is 0.8 mile southerly from the slide. There is no traffic on this section at this time. Traffic having been detoured via the County Road.

Our agreement is that Rogers will be allowed to transport overweight loads. They will use Cat 769 trucks to do the hauling. As the project specifications require the contractor to furnish the material, there will be no haul costs involved. If any damage occurs to the road due to overweight loads, the damage is to be repaired at Rogers Construction Company expense. It was agreed that if the roadway began to show failure loads would be lightened or appropriate action taken as necessary.

Rogers Construction Company has agreed to remove and replace the guardrail at the source as necessary, and also has agreed to place a layer of dirt over the highway as a protection measure. The use of this area will provide an estimated 25 - 30 ft. additional fallout area along this cut. There is one approach in the area that serves one family -- Rogers has agreed to maintain access in and out of the area for these people.

The Cat trucks are rated at 23 cu. yds. capacity level full -- McInroe intends to carry about 20 cu. yds. per load.

When this operation is under way a production of approximately 8,000 cu. yds. per day is estimated. Both rock sites will be used simultaneously as well as the present gravel site until it is depleted or unoperational. Due to site preparation, drilling and shooting and obtaining equipment, it is not expected that full production will be reached until about the 27th of September. If production estimates are met, the operation will take some estimated 20 days.

To allow top production it is recommended that traffic be kept on the present detour until this work is completed.

It was also agreed that any flagging costs , as far as State participation in the costs, would be as specified in the original contract agreement.

Actually, the only difference between this operation and the contract agreement is that we will allow overloads on hauling vehicles and that the contractor will repair or bear the cost of repairing the roadway if any damage due to hauling is encountered.

F. D. Morgan
Construction Engineer

JHW:bjm

cc: F. B. Klaboe
J. F. Putnam
R. S. Hawkins

RECEIVED
SEP 20 1965
FOR FILING

EK-19X(5)
K627

September 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Whitsery Creek Slide Section of the Mt. Hood Highway in [illegible] River County, Contract No. 6609, in connection with Federal-Aid Project No. EB-19X(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,700.00, with Federal participation of $1,620.00.

This work was tentatively recommended for approval by the BPR Area Engineer September 10, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enc.

CWT:ia

RECEIVED
SEP 29 1965
FOR FILING

STATE COPY

Form S-000—000
ER-198(3)
6609

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 7 1965
By [signature] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Whiskey Creek Slide Section Date September 8, 1965

Highway Mt. Hood Contract No. 6609

County Hood River Prefix 14-1060

Contractor Rogers Construction, Inc. F. A. Project No. ER-198(3)

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-establish two-way detour across slide area. Movement of slide has caused the original detour to become unsafe and nearly impassable. Further, and possibly continuing, work will be necessary to maintain this detour until backfill and counterbalance stop movement of the slide. Part of this work has been done in an effort to maintain traffic.

Location by station numbers:

Sta. 1086+00 to Sta. 1092+00.

Estimate of quantities and cost:

Labor	$1,500.00
Equipment	700.00
Materials	300.00
Contractor's %	375.00
Total	$2,875.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor established detour around work area at the beginning of the project. Later movement of the slide destroyed this detour and additional effort was made to maintain traffic. Additional movement destroyed this also. Continuing work will be necessary to keep the detour open.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$467,151.75
Present estimate of project cost, including $2,875.00 for work under this order	$467,151.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Young 9-27-65

RECEIVED
SEP 27 1965
FOR FILING

ER-198(3)

6609

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 7 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Whiskey Creek Slide Section Date Sept. 8, 1965

Highway Mt. Hood Contract No. 6609

County Hood River Prefix 14-1060

Contractor Rogers Construction, Inc. F. A. Project No. ER-198(3)

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct safety features in area of slide as requested by the State Industrial Accident Commission. Due to the emergency nature of this work, it has been started.

Location by station numbers:

Sta. 1086+00 to Sta. 1092+00

Estimate of quantities and cost:

Labor	$275.00
Equipment	160.00
Contractor's %	65.25
Total	$500.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to slide conditions, a possibility of danger from rolling rocks exists. Construction of a protective berm and other measures not covered by the contract were requested.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 467,151.75
Present estimate of project cost, including $ 500.25 for work under this order	$ 467,151.75
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — Office Engineer.

State Printing 1-00-00

RECEIVED
SEP 27 1965
FOR FILING

Form B-209—6M ER-198(3)

6609

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 7 1965 By /s/ L. H. Warfield
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Whiskey Creek Slide Section Date Sept. 2, 1965

Highway Mt. Hood Contract No. 6609

County Hood River Prefix 14-1060

Contractor Rogers Construction, Inc. F. A. Project No. ER-198(3)

Address 11760 N.E. Glisan St., Portland, Ore. 97220 Order No. 3-Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place Double Binder Wearing Surface on Temporary Detour.

Location by station numbers:

Sta. 1085+00 to Sta. 1093+00

Estimate of quantities and cost:

Original	$ 621.00
Supplemental	455.74
Total	$1076.74

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Detour oiled due to traffic through construction area. Original estimate of costs was too low, necessitating this supplement. Work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 467,151.75	
Present estimate of project cost, including $ 455.74 for work under this order	$ 467,151.75	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing 1-23-63

RECEIVED
AUG 31 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 9 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

ER-198 (3)

Project Name Whiskey Creek Slide Section Date August 9, 1965

Highway Mount Hood 6609 Contract No. 6609

County Hood River Prefix 14-1060

Contractor Rogers Construction, Inc. F. A. Project No. ER-198(3)

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place a Double Binder wearing surface on Temporary Detour.

Location by station numbers:

Station 1085+00 to Station 1093+00

Estimate of quantities and cost:

Labor	$ 100.00
Materials	280.00
Equipment	160.00
Contractor's %. . . .	81.00
TOTAL	$621.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the heavy traffic volume through this construction project, recommendations have been made to place an oil surface on the temporary detour now is use. All work to be performed in accordance with the Standard Specifications (1964).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 467,151.75	
Present estimate of project cost, including $621.00 for work under this order	$ 467,151.75	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins — Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
[illegible] Engineer
Office

State Printing Young 8-30-65

RECEIVED
AUG 2 - 1965
FOR FILING

ER-198(3)
6609

August 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering the State's share of flagging costs on the Whiskey Creek Slide Section of the Mount Hood Highway in Hood River County, Contract No. 6609 in connection with Federal-Aid Project No. ER-198(3).

This work was an anticipated item of the project and funds were provided for it in the project authorization.

The work was recommended for approval by the BPR District Engineer, and the field authorized to proceed, July 28, 1965. Your approval, as of that date, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Enc.

NKO:cd

RECEIVED
AUG 19 1965
FOR FILING

EK-198(3)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG 3 1965 By [signature] Dist. Engineer
Title
U.S. Bureau of Public Roads

Project Name Whiskey Creek Slide Section
Highway 6609 Mount Hood
County Hood River
Contractor Rogers Construction, Inc.
Address 11760 N. E. Glisan St., Portland, Oregon, 97220

Date July 28, 1965
Contract No. 6609
Prefix 14-1060
F. A. Project No. ER-198(3)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install, maintain, and remove temporary signs for the direction of traffic as directed by the Engineer and as stated in the Standard Specifications and Special Provisions.

Location by station numbers:

Station 1081+00 to Station 1100+00

Estimate of quantities and cost:

Labor	$300.00
Materials	150.00
Equipment	150.00
Contractor's %	90.00
TOTAL	$690.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A complete supply of Construction Type signs is not available from the existing stockpile of signs in this area, thus necessitating the purchase of the signs required on the subject project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 467,151.75
Present estimate of project cost, including $ 690.00 for work under this order	$ 467,151.75
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing Young 8-19-65

RECEIVED
AUG 2 1965
FOR FILING
ER-198(3)
6609

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 28 1965 By [signature]
Title Bridge Engineer
U.S. Bureau of Public Roads

Project Name Whiskey Creek Slide Section Date July 20, 1965
Highway Mount Hood Contract No. 6609
County Hood River Prefix 14-1060
Contractor Rogers Construction Company F. A. Project No. ER-198(3)
Address 11760 N. E. Glisan St., Portland, Oregon, 97220 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Flagging Costs (57½%)	$2,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Participation in Flagging Costs provided in the Special Provisions and funds provided in the Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$467,151.75
Present estimate of project cost, including $2,000.00 for work under this order	$467,151.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins — Resident Engineer

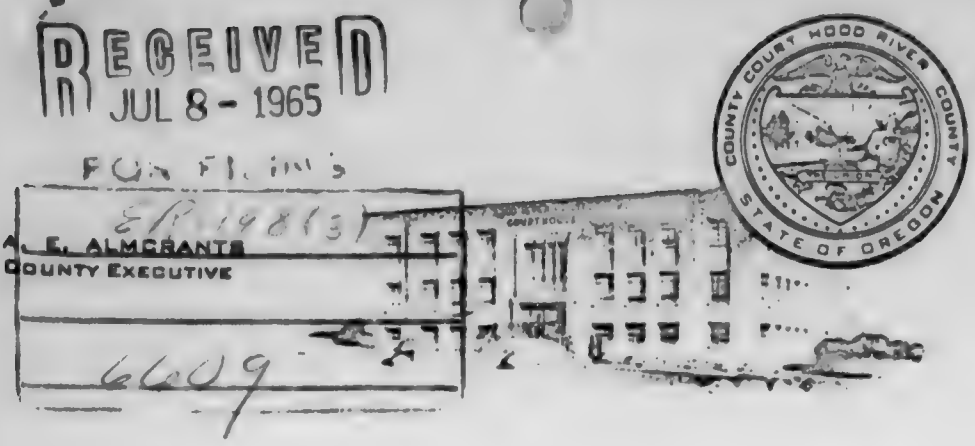
Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer.

State Printing young 8-12-65

RECEIVED
JUL 8 - 1965
FOR FILING
E.P. 19813
A. E. ALMCRANTS
COUNTY EXECUTIVE
6609



COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

June 28, 1965

Mr. Frank O. Morgan
Construction Engineer
State of Oregon Highway Department
Salem 10, Oregon

NOTED
L. PORTER

Dear Mr. Morgan:

I wish to express my sincere thanks to you and the Highway Department for the time and interest relative to the construction schedule for the improvements to Highway 35 in the vicinity of Whiskey Creek. This $411,000.00 plus job is of vital importance and must be accomplished. However, it could have been pursued without regard to my appeal for consideration of the needs of the growers in the Hood River Valley. The fact that you made the effort to come in person to Hood River and explain your problem along with the desire to cooperate in every way is certainly encouraging.

In response to your questions as to when the growers anticipate heavy use please be advised that it extends from August 15th to the end of the year. It is not only heavily used during the picking season but trucking continues throughout the year. If the road must be closed it should not occur after August 15th and I would suggest that complete closures be held to an absolute minimum. Your expression of cooperation, if relayed to the contractor, shall be sufficient notice to the contractor of the importance of due consideration to the needs of the growers.

The County will cooperate in every way possible during the period of construction so as to reduce the time element and any inconvenience as much as possible.

Sincerely,

A. E. Almcrants
County Executive

AEA/dl

NOTED
F. B. KLABOE

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1965

SP*6418-734

EB-198(3)

6607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1965

Porter NOTED R L PORTER

To: MEMO TO THE FILES

SUBJECT: Mr. A. E. Almcrants
Re: Whiskey Creek Slide
Hood River County

As directed by Mr. Klaboe, I contacted Mr. A. E. Almcrants, County Executive, Hood River County, at 11 A.M. Friday, June 25, 1965, regarding his request for information on the traffic situation during the construction work of repairing the roadbed at Whiskey Creek Slide. Mr. Almcrants was the only other person at this meeting.

We reviewed the plans, the amount of work to be performed, the probable sequence of operations and the possibility of maintaining traffic on the present or other detour in this vicinity.

I advised Mr. Almcrants that maintenance of traffic would depend largely upon amount of moisture encountered in the slide area during the reconstruction period. If reconstruction can be done without activating earth movement beyond the present slide area, I feel that traffic can be maintained. However, if serious additional slippage occurs, and I so advised Mr. Almcrants, traffic may of necessity be diverted to existing county roads around the slide area.

The slide area was later inspected by myself and Mr. Richard Hawkins, Resident Engineer, with the aim of planning the work toward maintenance of traffic during construction if at all possible. Cooperation from the contractor, Rogers Construction Company, will be requested.

Mr. Almcrants seemed satisfied with the discussion as it developed and with my assurance that the State Highway Department would endeavor to keep the road open to traffic.

FDM:fp
cc F. B. Klaboe
J. F. Putnam
R. S. Hawkins

F. D. Morgan
Construction Engineer

RECEIVED
JUN 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. ALMCRANTS
COUNTY EXECUTIVE

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

June 21, 1965

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Board of Commissioners have been advised that Rogers Construction Company has been awarded the bid for repair of the Whiskey Creek Section of Highway 35. As you know Highway 35 is heavily used during the pear and apple harvest season as it is the main route from the Odell and Parkdale area to the packing houses in Hood River. The orchardists are not favorable to using alternate routes during these times of heavy fruit hauling. Therefore, the Board of Commissioners are desirous of having definite assurance that Highway 35 will be open to traffic on and after August 15, 1965.

Your early reply to this matter will be greatly appreciated as we have had several inquiries into this matter and as the fruit season approaches we will undoubtedly have many more.

Many thanks for your cooperation in this matter.

Sincerely,

A. E. Almcrants
County Executive

AEA/dl

CONSTRUCTION DIVISION
RECEIVED
JUN 24 1965
ROUTED: ☐ ☐ ☐ ☐ ☐
ACE ACE COE

RECEIVED
JUN 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form GB-117
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-198(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6609

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 17, 1965

In reply refer to: 08-35.2EC

SUBJECT: Oregon Project ER-198(3)
Whiskey Creek Slide Section
Slide Correction

As requested in Mr. Young's letter of June 14, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 10, 1965 in the award of contract No. 6609 to Rogers Construction Inc., of Portland, Oregon, low bidder in the amount of $411,746.00 at the June 8, 1965 bid opening.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1965
FOR FILING

June 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 9, 1965 is requested in the award of contract for the Whiskey Creek Slide Section, Project No. ER-198(1).

The contractor receiving the award is Rogers Construction Inc. in the amount of $411,746.00 with the Contract No. 6609 assigned. This bid was received on June 8, 1965 and awarded June 10, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:cd

DISREGARD
JUN 11 1965

FORM S-135

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-198 (3)
6609

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

Rogers Construction, Inc.
11760 N. E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6609 for the following project:

Slide correction on the Whiskey Creek Slide Section of the Mt. Hood Highway south of Hood River in Hood River County.

This award was based on your bid of $411,746.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 24 1965

FORM CB-12 (11-63) (Prep. by FHWA)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FOR FILE

ER-198 (3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 17, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-198(3)
Whiskey Creek Slide Section
Slide Corrections

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The specifications now include a supplement regarding the specific nondiscrimination clauses attached to your May 7, 1965 assurance with regard to the Civil Rights Act of 1964. We assume that your solicitation for bids also includes the appropriate notification in connection with the same Act.

Our authorization is with the understanding that all necessary right-of-way has been acquired or rights of entry obtained, with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's May 13, 1965 reports, with the following exception:

File No. 37087 - P.P. & L. Co. $3,250

We understand that negotiations are being made with the expectation that the above parcel will be made available for occupancy and contractor's immediate use. Evidence that the above parcel is cleared should be furnished prior to our concurrence in award.

Mr. Young's May 13, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig w/attach.
to Young
5-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 14 1965

Forestry
Maint
Drainage
Speed

May 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the following projects have been submitted to your department, and accordingly, we are requesting your authorization to advertise them for bids to be received June 8, 1965.

FH-3(18)	Jack Creek-Owyhee River Section
ER-193(3)	Whiskey Creek Slide Section

There is hereby incorporated by reference, as a condition of approval of these projects by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken. There are no special measures planned as project expenditures for fish and wildlife protection on the projects.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letter dated March 9, 1964, subject "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in

Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the projects. The projects do not affect any of the above-mentioned resources.

We are forwarding the following Status Reports:

1. Right of Way Status Report, dated May 13, 1965.
2. Utility Status Report, dated May 13, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
MAY 26 1965
FOR FILING

Maint
Drainage
Spec

March 29, 1965

Hon. F. F. Bucklin, Chairman
Hood River County Board of Commissioners
County Courthouse
Hood River, Oregon

Dear Mr. Bucklin:

Reference is made to your recent telephone call relative to reopening of the Mt. Hood Highway in the vicinity of the Whiskey Creek slide.

It is anticipated that traffic will be able to use this area within a few days. It is not known at this time exactly when a permanent restoration project will be contracted but arrangements will be made to keep traffic flowing through the job during construction insofar as is possible. Every effort will be made so that no inconvenience will be experienced at harvest time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Fortier
Deputy State Highway Engineer

RLF:mb
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
J. F. Putnam

RECEIVED
FEB 26 1965

ER-19E(3)

6602

Salem, Oregon
February 25, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

Mr. Percy Bucklin, Chairman of the Hood River County Board of Commissioners inquired as to the schedule for repairing the fill slide on the Mt. Hood Highway just south of Hood River. He was told that we would advertise a contract in the very near future, with a completion date of August 1. This seemed to satisfy Mr. Bucklin as he is hopeful the road can be reopened prior to fruit harvest this fall.

Will you see that this job gets on the track and is advertised just as soon as possible.

R. L. Porter
Deputy State Highway Engineer

RLPjmm

cc Mr. Forrest Cooper
Mr. Victor P. Wolfe

18-1125 Odell Maintenance Station- Odell Butte Sec., Willamette Hwy. 1965

#6610

RECEIVED
DEC 17 1965
FOR FILING

18-1125

6610

December 17, 1965

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6610 awarded to Rogers Construction, Inc., for grading and paving on the Odell Maintenance Station-Odell Butte Section of the Willamette Highway in Klamath County, was completed on November 4, 1965, and accepted by the Highway Commission on December 16, 1965.

Final payment in the amount of $13,882.25 will be released to the contractor after December 24, 1965. The total contract amount is $226,776.59 including $3,150.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
Peyton Building
Spokane, Washington

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 16 1965
FOR FILING
18-1125
6610

December 16, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1965, on Contract No. 6610. The contract was with Rogers Construction, Inc. and was for construction of the Odell Maintenance Station-Odell Butte Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 16, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Odell Maint. Sta.- Odell Butte	WEEK ENDING: November 5, 1965
		SECTION PREFIX: 18-1125
	HIGHWAY: Willamette	COUNTY: Klamath
NAME OF JOB: Odell Maint. Sta.-Odell Butte	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6610	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 29, 1965	ESTIMATED COMPLETION DATE: 10-30-65
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 7 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 314,600.62	SPECIFIED COMPLETION DATE: 10-15-65	PERCENT OF TIME ELAPSED: 111
EXCLUSIVE OF ENGINEERING: $ 292,229.02	ENGINEERING AUTHORIZATION $ 22,371.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 227,976.59	ENGINEERING COST TO DATE $ 10,331.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 22 %	PERCENT OF AUTHORIZATION 46 %	DATE PROJECT WAS COMPLETED: 10-23-65 in regard to liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.2	11.2			11.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.2	11.2			11.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)		12,300 CY			28,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE		9,929 CY			19,723 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		9,929 CY			19,723 Ton
AVERAGE DAILY QUANTITIES		-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-			-
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

5 Dump Trucks, 1 Blade Grader, 1 End Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY			-	
MONDAY	Fair			
TUESDAY	Fair to Cloudy			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Cloudy A.M. Fair P.M.			
FRIDAY	Mostly Cloudy			
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contractor hauling and placing shoulder material throughout project.
TUESDAY	Same as Monday
WEDNESDAY	Same
THURSDAY	Blade grader finished shaping shoulders and moved out.
FRIDAY	No activity.
SATURDAY	

REMARKS

The project is now complete. Please note that liquidated damages will not be assessed after October 23 on the semi-final estimate as work done after that date could have been performed previously. It was by my direction that it was performed this late.

The semi-final estimate is being assembled and will be submitted on 11-10-65.

FINAL REPORT

SIGNED [signature] LOCATION Oakridge

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 14 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TRIBLEY, MEMBER
ENTERPRISE
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

18 - 1125
6610

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

Rogers Construction, Inc.
11760 N. E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6610 for the following project:

Grade and pave on the Odell Maintenance Station-Odell Butte Section of the Willamette Highway southeasterly of Oakridge in Klamath County.

This award was based on your bid of $277,645.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

19-1114 Lakeview-Crane Cr. Rd. Sec., Fremont Hwy. (Grad. & Pav.) 1965

#6611

FEB 24 1966

February 24, 1966

19-1114

6611

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A post-final payment for $1,476.44 will be made to Percy E. Jellum Contractor, Inc., on Contract No. 6611 for grading and paving on the Lakeview-Crane Creek Road Section of the Fremont Highway in Lake County as soon as the warrant is prepared.

The total amount paid on this contract will be $209,482.49 including the post-final payment. Of the total $2,996.87 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Percy E. Jellum Contractor, Inc.
29 S.E. Court
Pendleton, Oregon

Akers and Jones, Inc.
618 North Main
Milton-Freewater, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
FEB 1 - 1966
FOR FILING
19-1114
6611

January 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1965, on Contract No. 6411. The contract was with Percy E. Jellum Contractor, Inc. and was for grading and paving on the Lakeview-Crane Creek Road Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
FEB 9 - 1966

FOR FILING

14-1114
6611

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1966

SUBJECT: Claim for Anti-Stripping Additive
Lakeview-Crane Creek Road
Contract No. 6611

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Contractor Percy Jellum presented a claim in December seeking reimbursement in the total amount of $4,041.38 for his actual cost of Anti-Stripping additive used on the subject project. It was the Division Engineer's opinion, concurred in by this office, that under Section 320-2.2 of the Specifications it was the contractor's obligation to provide this material without extra compensation for that used on the regular contract section. However, since the limits of this project were extended to overlay an additional 1.36 miles by price agreement at the original contract prices, it was further recommended that we reimburse the contractor for the Anti-Stripping additive used outside the original contract limits.

The price agreement to extend the project limits was negotiated in July. It was not until September that the need for Anti-Stripping additive became known. Since the contractor had cooperated in extending the project at our request, though technically under the same contract provisions, it was believed equitable to make reimbursement in the amount of $1,476.44, which was the total cost of additive used on the 1.36 mile extension.

The attached price agreement has been submitted for this purpose. You will note it also includes wording to the effect that it is a final settlement for the claim for additive cost. May we have your approval.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:nh

Attach.

Rec'd 2-1-66

Final Report No. 26

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Lakeview - Crane Creek R.d.	WEEK ENDING: December 11, 1965
		SECTION PREFIX: 19-1114
	HIGHWAY: Fremont	COUNTY: Lake
NAME OF JOB: Lakeview - Crane Creek Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Percy E. Jellum Contractor, Inc.	CONTRACT NUMBER: 6611	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 9, 1965	ESTIMATED COMPLETION DATE: November 6, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $243,058.43	SPECIFIED COMPLETION DATE: November 15, 1965	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $225,665.13	ENGINEERING AUTHORIZATION: $17,393.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $219,736.54	ENGINEERING COST TO DATE: $17,288.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 9 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: November 6, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.34	2.70		1.34	2.70
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.34	2.70		1.34	2.70
TOTAL ESTIMATED QUANTITIES (CONTRACT)	52,500 cy	18,350 cy		24 t 160 cy	4,570 t
TOTAL QUANTITIES CORRECTED TO DATE	54,494 cy	5742 cy 17400 t		19 t 146 cy	7,603 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	" "		" "	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				E
MONDAY	24° AM clear mild 55°+ PM			B
TUESDAY	26° AM Clear mild 60°+ PM			W
WEDNESDAY	25° AM partly overcast 50°+ PM			
THURSDAY	26° AM partly overcast 52° PM			
FRIDAY	24° AM Clear mild			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	One man in office working on semi-final data.
TUESDAY	" " "
WEDNESDAY	Semi finnal data completed.
THURSDAY	Semi final data was delivered to the Division Office.
FRIDAY	
SATURDAY	

REMARKS

This is the final report for the project.

SIGNED E. J. Dunn LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 24 1965
FOR FILING

19-1114

6611

November 9, 1965

Percy E. Jellum Contractor, Inc.
29 S.E. Court
Pendleton, Oregon

#6

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from October 15 to November 15, 1965, to complete Contract No. 6611 for grading and paving on the Lakeview-Crane Creek Road Section of the Fremont Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. F. Putnam
E. J. Dunn
F. D. Morgan
L. H. Young
C. H. Malcom

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 6, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 6
November 4, 1965 Meeting

Gentlemen:

Percy E. Jellum, contractor on the Lakeview-Crane Creek Road Section of the Fremont Highway in Lake County, Contract No. 6611, has requested an extension of the specified completion date from October 15 to November 15, 1965.

After this contract was awarded, the contract work was extended from the south city limits of Lakeview to the north end of the project (1.36 miles) in order to provide a uniform roadway between the improved city street section in Lakeview and the original contract. This additional work will justify an additional 31 calendar days.

I recommend that the specified completion date be extended to November 15 which should be adequate to complete all work and remove any anticipated liquidated damages.

This matter will be on the agenda for your consideration at the November 4 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter
R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6611 Contractor Percy E. Jellum, Contractor Inc.

Highway Fremont

Section Lakeview - Crane Creek Rd.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The addition of 1.36 miles of pavement overlay to the original contract ~~will require 16 additional days to perform~~ will justify an additional 31 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

SP*6836-734

Contract No. 6611

Project designation State (State-Federal)

Date awarded June 10, 1965

Work started July 9, 1965

Per cent completed 23% August 24, 1965 (Date)

Specified Completion ~~No. of Workdays Allowed~~ Oct. 15, 1965

~~No. of Workdays Used~~

Extend to Nov. 15 ~~October 31~~, 1965

~~No. of Added Workdays Requested~~

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 19, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Time of completion as set forth on the contract to Nov. 15, 1965. days to ..... days, within which to complete our Contract No. 6611, without the assessment of liquidated damages. The said contract is described as follows:

Grade & Pave, Lakeview-Crane Creek, Sect, Freemont Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1 The public utility, Telephone & Power, poles weremoved. The telephone Co. started Aug. 3rd, the power co. started Aug. 11th, and we started grading Aug. 9th.

2 Also we have price agreement for an additional $ 45,000.00 worth of work.

Respectfully submitted,

PERCY E. JELLUM CONTRACTOR, INC.
Contractor

By Percy E. Jellum
Percy E. Jellum, Pres.

CONSENT OF SURETY

Date August 20, 19 65

We, Fireman's Fund Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Iris Giordano
Attorney-in-fact Iris Giordano

Akers and Jones, Inc. G. Frank Akers (SEAL)
Resident Agent G. Frank Akers

Milton-Freewater, Oregon

FORM E-80 50M 9-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Lakeview-Crane Creek Road
Section
Fremont Highway
Contract No. 6611

Attached is a request from Percy E. Jellum, Inc. contractor on the subject project for an extension of the specified completion date from October 15, 1965 to November 15, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by conflicts with utility company adjustments and additional work required by the extension of this project beyond that originally contracted.

The utility adjustments referred to by the contractor have caused minor delays but the overall delay to the project is extremely small.

Price Agreement No. 1 on this project for $45,808.80 was negotiated to perform the required work in overlaying the existing roadbed between the south city limits of Lakeview and the north end of the project with a 2 inch lift of asphaltic concrete. This 1.36 mile extension of the original contract was added to the contract in order to provide a uniform roadway between the improved street section in the city of Lakeview and the improved section which would be constructed under the original contract.

This increase in the project cost amounts to 29.11%. Utilizing this percentage applied against the original 128 calendar days allowed would justify an extension of 37 calendar days. However, the actual additional time anticipated to perform the work which has been added to the contract has been estimated to take 11 working days or 16 calendar days which would justify an extension to October 31, 1965. It would appear that this is a reasonable length of time in which to complete all work on the contract.

The specified completion date for this project is October 15, 1965. The anticipated completion date is October 30, 1965.

We recommend that the specified completion date be extended to October 31, 1965. This should eliminate any anticipated liquidated damages. This is a state project and Bureau of Public Roads' concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
J. F. Putnam

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1965
FOR FILING
19-1114
6611

August 6, 1965

Oregon State Highway Commission

Gentlemen:

On the approved 1965 State Construction Program we are improving what is known as the Lakeview-Drews Creek Road Section of the Fremont Highway, southerly of Lakeview.

It now appears desirable to extend this project another mile or so at an estimated cost of $50,000. This addition to the program was cleared with Chairman Jackson on August 3. I recommend that it have your concurrence at the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

RLP:ms bg

FORM E-30 90M 3-63 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Overrun of Project Authorization
Lakeview-Crane Creek Road Section
Fremont Highway
Contract No. 6611

Attached is a Report on Expected Over-run of Project Authorization on the subject contract. This project for grading and paving is under contract to Percy E. Jellum Contractor, Inc., of Pendleton, Oregon. The original project authorization was $193,058.43. The present anticipated cost is $243,058.43 indicating an overrun of $50,000.00, or 25.9%.

The reason for this overrun is due to the addition of a 2-inch overlay and other related improvement work from the south city limits of Lakeview to the northerly end of the subject contract.

It is recommended that the project authorization be increased by $50,000.00 from $193,058.43 to $243,058.43.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young

NOTED
F. B. KLABOE

RECEIVED
AUG 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 - 1965
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

19-1114
6611

Project Name LAKEVIEW - CRANE CREEK ROAD Date August 3, 1965, 19

Highway Fremont Contract No. 6611

County Lake Kind of Work Grading & Paving Contractor Percy H. Jollum Const. Inc.

Contract Amount $157,257.50

Expected over-runs and under-runs in contract items: Quantity | Unit Price | Amount

Major items, itemized:

Work has not commenced on this project

Minor items, unitemized algebraic total

Subtotal $

Approved work orders (Price, extra work and state force orders) P.A. #1, S.F.O. #1, E.W.O. #1 $ 55,581.00
($45,808.00) ($8,273.00) ($1,500.00)

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Authorization for engineering $ 13,728.60

Expected over-run or under-run of engineering authorization $ 3,664.70

Costs not included above (explain) Anticipated Utilities Re-imbursement $ 4,477.00

Allowance for future contingencies (3.5% of work remaining) $8,248.83 $ ~~9,783.73~~

Credits to come from transfers and deductions $

Present estimate of project cost $243,058.43 $ ~~244,593.33~~

Brief Statement of principal causes of over-run: Price Agreement No. 1 calls for construction of a 2" A.C. overlay for 1.56 miles beyond project limits, at a cost of $45,808.00. Engineering and contingencies were increased to allow for this extra work.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$193,058.43
Present estimate of project cost	$243,058.43 ~~244,593.33~~
Expected over-run (Amount)	$50,000.00 ~~51,534.90~~
Expected over-run (per cent)	25.9 ~~26.7~~

Space to right of this line is for use of Salem office.

Submitted by: E. J. Dunn Resident Engineer

Confirmed by: J. W. Nelson Division Engineer

Noted by: D. F. Lehman Construction or Bridge Engineer

Noted by: B. Klatte Deputy or Assistant State Highway Engineer

State Printing 66161

RECEIVED
JUL 23 1965
FOR FILING
19-1114
6611

Salem, Oregon 97310
July 22, 1965

Lakeview-Crane Creek Road
Contract No. 6611

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

This contract is being extended in length to include some 7200 feet of highway at its north end.

Since this will require an expenditure of funds in excess of the five percent limitation allowed, please see to it that a request for additional authorization is forthcoming immediately.

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

RECEIVED
JUL 7 - 1965

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

A

Sheet ____ of ____ Sheets

Section FOR FILING — Grange Creek Rd. Unit Sta 764+97.22 - 9+39.84 Bk = 7+57.38 Ah. - 7010.00
Highway ____ County ____ Prefix ____
Length 1.33 Designer ____ Draftsman ____ Date 7-6-65
7107 Lin. Ft. 19-1114
Item 1 1 1 Grading and Surfacing Items

	Unit	Net	10% Allow	Gross	Price	Amount
3/4"-0 in Leveling	Cu.Yd.	779	78	857	3.20	2,742.40
Sprinkling	M-Gal.	23	2	25	3.00	75.00
Class "B" Asphaltic Conc.	Ton	3060	306	3366	8.50	28,611.00
Asphalt in Mixture	Ton	167	17	184	40.00	7,360.00
Emuls. Asph. in Tack	Ton	3	—	3	100.00 *	300.00
Guide Posts W-1	Each	36	4	40	9.00	360.00
Extra for Fixing Approaches	Each	35	4	39	50.00	1,950.00

Note: Emulsified Asphalt in Tack is not a Contract Bid Item and the unit price is an estimate. The other unit prices are from the contract.

Morgan instructed to proceed with contractor for additional mileage.

JGL

Total $41,398.40

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JUN 14 1965
COMMISSIONERS
FILED

GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

19 1114
6611

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1965

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6611 for the following project:

Grade and pave on the Lakeview-Crane Creek Road section of the Fremont Highway south of Lakeview in Lake County.

This award was based on your bid of $157,357.50 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

22-1128 Southern Pacific RR O'Xing-S. 1965
City Limits Sec., Albany-Junction
#6612 City Hwy. (Subseal. & Pav.)

RECEIVED
NOV 19 1965
FOR FILING
22-1128
6612

November 19, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6612 awarded to Morse Bros., Inc., for paving the Southern Pacific Railroad Overcrossing-South City Limits Section of the Albany-Junction City Highway in Linn County, was completed on September 9, 1965, and accepted by the Highway Commission on November 18, 1965.

Final payment in the amount of $3,836.21 will be released to the contractor after November 29, 1965. The total contract amount is $78,054.47 including $2,822.20 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Morse Bros., Inc.
P.O. Box 266
Lebanon, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 19 1965
FOR FILING

20-1165
6612

November 18, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 9, 1965, on Contract No. 6612. The contract was with Morse Bros., Inc. and was for paving and grading on the Southern Pacific Railroad Corning-South City Limits Section of the Albany-Junction City Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 18, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
NOV 17 1965
FOR FILING
22-1128
6612

FORM E-30X—20M—1-65 SP*6410-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon 97330
November 1, 1965

SUBJECT: Assignment No. 4000 Edw

To: Gerald Wimer
Ass't. Division Engineer
O F F I C E

J000

All of the items of the subject assignment that can be done this year have now been completed. Namely, the avement feathering at 2 nd and 24th Avenues.

The remainder of the things to be done, as requested by the City of Albany, involve thin lifts of asphaltic concrete paving and for a suitable quality job, should be deferred until Summer during warmer weather.

Howard C. Johnson
District Maintenance Superintendent

By Wayne J. Oberding

Wayne J. Oberding
Ass't. Dist. Maint. Superintendent.

WJO/dw

NOTED
TOM EDWARDS

NOTED
VICTOR D. WOLFE

RECEIVED
NOV - 3 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1965
FOR FILING
22-1128
6612

October 18, 1965

4000

Mr. William D. Bollman
City Manager
City of Albany
P. O. Box 490
Albany, Oregon

Dear Mr. Bollman:

Thank you for your September 29 letter expressing the City's appreciation for the completed overlay on the Albany-Junction City Highway in the southerly part of Albany.

The contract for the overlay did not include paving of the intersections or the cross connection at 24th Avenue. The taper to the intersections was accomplished in the outer foot and a half of the overlay providing for proper gutter drainage.

The portion of these connections to the paved side streets can be improved with a fine mix patch during the hot summer months. This feathering will be scheduled for next summer. The portion of these connections to unpaved side streets will be improved by constructing paved aprons in the near future. The portion of 24th Avenue within the right of way that was not overlayed is felt to be satisfactory at this time, but will be properly maintained.

It is understood that the above arrangements meet with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
E. S. Hunter
R. D. Asburry
H. C. Johnson

EMB:dz jwa

FARM AND FOREST PRODUCTS • GRACIOUS LIVING • METALS CENTER • SPORTS • TIMBER CARNIVAL

City of ALBANY

"Hub of the Willamette Valley"

CITY HALL • P.O. BOX 490
ALBANY, OREGON

OFFICE OF THE CITY MANAGER

September 29, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Building
Salem, Oregon, 97310

Dear Tom:

I would like on behalf of the City of Albany to express our deep appreciation for the resurfacing project recently accomplished on the Albany-Junction City Highway from the overpass south to approximately 30th Avenue.

The overlay project has permitted more confortable riding and has given us the opportunity to discuss and accomplish the installation of the left turn refuge lane on the section from the overpass to 300 feet south of Queen Avenue. As one service station operator said: "Its the best thing you ever did!"

Traffic is rolling out some of the apparent rough spots and the job overall is a great improvement. There are a few places that may have been missed by the contractor or the inspector and I would like to bring them to your attention. They are listed on an attached sheet.

Thanks again for an excellent improvement.

Yours very truly,

William D. Bollman,
City Manager

WDB:ce

Enclosure

cc: Mayor of Albany
City Engineer
Public Works Superintendent

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF ALBANY
OREGON
OFFICE OF THE CITY MANAGER
SEPTEMBER 29, 1965

SUGGESTED ITEMS FOR CHECKING ON HIGHWAY OVERLAY PROJECT
U.S. 99 E-OVERPASS TO S. CITY LIMITS

West Side of Highway

1. Ellsworth Street intersection - needs feathering
2. 11th Avenue intersection - needs feathering
3. 12th Avenue " " "
4. Ferry Street " " "
5. 14th Avenue " " "
6. Washington Street intersection - needs feathering
7. 16th Avenue " " "
8. Calapooia Street " " "
9. 19th Avenue & Maple Street Intersection - needs feathering
10. 22nd Avenue intersection - needs feathering
11. 24th Avenue to Elm and Between north & south bound lanes needs resurfacing
12. Driveway entrances in many cases need feathering.

East Side of Highway

1. 29th Avenue intersection - needs feathering
2. Queen Avenue " " "
3. Bump - Concrete slab appears to have shifted - north of Queen Avenue - north bound outside lane.
4. Several driveways need feathering.

RECEIVED

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SPRR O'xing-S. City limits	WEEK ENDING: Oct. 2, 1965	
	SECTION PREFIX: 22-1128	
HIGHWAY: Albany-Jct. City	COUNTY: Linn	
NAME OF JOB: SPRR O'xing-S. City Limits (Albany)	KIND OF WORK: paving and subseal	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 6612	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 6/10/65	DATE WORK STARTED: 7/3/65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 9/1/65	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $87,383.36	ENGINEERING AUTHORIZATION: $6,213.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $81,169.43	ENGINEERING COST TO DATE: $7,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $79,000		DATE PROJECT WAS COMPLETED: 9/9/65
ESTIMATED PERCENT OVERRUN / UNDERRUN: - 2.7 %	PERCENT OF AUTHORIZATION: 113 %	

ESTIMATED PERCENT COMPLETE (ROADWORK) subseal

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100	MAT'L. PROD	100	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							1.35
MILES PARTIALLY COMPLETED							
MILES COMPLETED							1.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)							5700 T
TOTAL QUANTITIES CORRECTED TO DATE							4986
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							4986
AVERAGE DAILY QUANTITIES							830
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	cldy			
TUESDAY	fair			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Morgan Routing E
Decker F
Bond B
Barbee
Walker W
Clark
Swart

RECEIVED
OCT 1965
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work by contractor, project complete.

Semi-final estimate delivered to Division Office on Monday.

FINAL REPORT

SIGNED C. M. Howe Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 14 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
GRESHAM

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

22 11 27

6612

June 10, 1965

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6612 for the following project:

Subseal and pave on the Southern Pacific Railroad Overcrossing-South City Limits Section of Albany-Junction City Highway in Albany, Linn County.

This award was based on your bid of $76,724.10 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)

FLH-3(18) Jack Cr.-Owyhee River Sec., 1965
I.O.N. Hwy. (Grad. & Pav.)

#6613

FLH-3(18)

Form E-900—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Original [illegible] project agreement if additional funds are required.

DEC 17 1965

G 1-P

By [illegible]
Dist. Engineer

Project Name Jack Creek-Owyhee River Date December 6, 1965

Highway I. O. N. Contract No. 6613

County Malheur Prefix 123-1011

Contractor Babler Bros., Inc. F. A. Project No. FLH-3(18)

Address 4617 S.E. Milwaukie Avenue, Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. 3613+30 to 4413+00

Estimate of quantities and cost:

Flagging	State Share	Group 1 (74%)	$2,220.00
"	"	Group 9 (26%)	780.00
		Total	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work an anticipated item.
Money included for this work is on project authorization.
This work has not been started as yet.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 795,810.37
Present estimate of project cost, including $3,000.00 for work under this order	$ 795,810.37
Expected under-run / over-run amount	$ .00
Expected under-run / over-run per cent	.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ P. F. Bennett, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved: /s/ L. H. Young [illegible]

Young 12-17-65

SP*23877-734

RECEIVED
NOV 1 - 1966
FOR FILING

FLH-3(18)
6613

October 31, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. (613) awarded to Bahler Bros., Inc., for grading and paving the Jack Creek-Coyhee River Section of the I.O.H. Highway in Malheur County was completed on July 28, 1966, and accepted by the Highway Commission on October 31, 1966.

Final payment in the amount of $35,202.37 will be released to the contractor after November 7, 1966. The total contract amount is $709,027.14 including $3,689.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Bahler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

James A. Blake
Equitable Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 31 1966
FOR FILING
FLH-3(18)
6613

October 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1966, on Contract No. 6613. The contract was with Bahler Bros., Inc. and was for grading and paving on the Jack Creek-Ophee River Section of the I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 31, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jack Creek - Owyhee River		WEEK ENDING: September 2, 1966
		SECTION PREFIX: 123-1011
HIGHWAY: I. O. N.		COUNTY: Malheur
NAME OF JOB: Jack Creek - Owyhee River	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 6613	FEDERAL AID PROJECT NUMBER: FLH - 3 (18)
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: November 10, 1965	ESTIMATED COMPLETION DATE: July 28, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 1, 1966	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 795,810.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 739,219.41	ENGINEERING AUTHORIZATION $ 56,590.96	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 709,494.34	ENGINEERING COST TO DATE $ 40,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 72 %	DATE PROJECT WAS COMPLETED: July 28, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Stone Subbase	Labor and Foreman	
100	100	100	100 Equipment GRADING	100 SURFACING	%	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			16.29	16.29	16.29	16.29	16.29
MILES PARTIALLY COMPLETED			16.29	16.29	16.29	16.29	16.29
MILES COMPLETED			16,29	16.29	16.29	16.29	16.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)			6,830 hrs.	27,800 ton	104,500 cy	2,000 hrs.	51,200 ton
TOTAL QUANTITIES CORRECTED TO DATE			7,997.5hrs.	26,499.025	86,879 cy	4,536.5 hrs.	49,308.65ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,997.5hrs.	26,499.025	86,879 cy	4,536.5 hrs.	49,308.65ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing E
MONDAY	Fair all week			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The smi-final estimate for this project was brought to the division office on Tuesday of this week. This will be the final Weekly Report on this project.

SIGNED F. D. Burnett
P.F. Burnett

LOCATION 3280 East Idaho Ave.
Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 14 1966
FORESTRY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLH-3(18)

6613

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 28, 1966, on Contract No. 6613, Jack Creek - Owyhee River Section, in Malheur County, in connection with Federal-Aid Project No. FLH-3(18).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 8-17-66

Conditions noted on above date:

None

RAN

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
SEP 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refer to Young
9-14-66

RECEIVED
MAR 21 1966

FORM E-BOX—DOM—63 SP*19102-734

FOR FILING

FLH-3(18)

6613

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
P.O. Box 850
La Grande, Oregon

Consent is given to the proposed subcontract between Babler Bros. Inc. and Robert J. Lzicar covering Items 24 and 25 on the Jack Creek - Owyhee River Contract No. 6613, Oregon FLH-3(18).

One copy of the subcontract is returned herewith.

F. D. Morgan
Construction Engineer

By

for E. A. Pease
Construction Office Engineer

EAP:nh

Enc.

cc: A. W. Parsons
File

Note: Two previous subcontracts for $102,414. This one $5,700 for a total of $108,114 or 15.36%.

Jack Creek-Antelope Creek

SAFETY IMPROVEMENT PROJECT

Date February, 1966 Highway I.O.N.

Route No. FAS 513 Highway No. 456 M.P. 26.13 to M.P. 32.13

Urban ☐ Rural ☒

Accidents from 1-63 to 7-65 Average Daily Traffic 460

Total Accidents 6 Persons Injured 2 Persons Killed 0 Accident Rate 2.04

Design Speed - No. Lanes 2 Parking no Type Terrain -

Alignment: Horz. - Vert. rolling Shoulders 3' gravel

Type of improvement Widen and repave existing 20' roadway to provide a 24' roadway with two 4' paved shoulders. Make intermittent grade changes.

Estimated cost of improvement: $ 369,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow roadway--two 10' travel lanes--and rolling vertical alignment constitues a hazardous condition which will be reduced by this improvement.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
RECEIVED
JUL 28 1965

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Malheur

PROJECT NO.: FLH-3(18)

PROJECT REPORT NO.
FLH-3(18)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95 Jack Creek - Owyhee River Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-65	14.826
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 669,804.00	$ 500,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kloboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer 6-28-65

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. FLH-3(18)

JACK CREEK - OWYHEE RIVER SECTION OF

THE I.O.N. HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 17, 1965

Type Code 6201
Roadway (Sta. 3613+90 to Sta. 3642+15) (Sta. 3681+75 to Sta. 3720+76)
(Sta. 3730+80 to Sta. 4010+13) (Sta. 4036+58 to Sta. 4113+00)
(Contract No. 6613)

Ditch Excavation, Unclassified	43	cu. yd.	6.00	$ 258.00
Trench Excavation	520	cu. yd.	3.00	1,560.00
Watering	4,930	M-gal.	2.00	9,860.00
Moving Cost	All	Required (74%)		7,400.00
Blade Grader	750	hours	15.00	11,250.00
Tractor, 75 H.P.	530	hours	15.00	7,950.00
Tractor, 220 Net H.P.	380	hours	25.00	9,500.00
Tractor, 220 Net H.P. with Dozer and Hyd. Ripper	380	hours	30.00	11,400.00
Scraper	1,110	hours	18.00	19,980.00
Loader, Front End	400	hours	20.00	8,000.00
Truck, Dump	1,000	hours	12.50	12,500.00
Wagon Drill and Compressor	400	hours	30.00	12,000.00
Air Compressor	84	hours	12.00	1,008.00
Jackhammer	84	hours	12.00	1,008.00
Foreman	364	hours	8.00	2,912.00
Laborer	1,100	hours	5.50	6,050.00
Explosives (Dynamite)	12,450	lb.	0.50	6,225.00
Explosives (Ammonium Nitrate)	30	ton	150.00	4,500.00
Stone Subbase	95,000	cu. yd.	1.00	95,000.00
3/4"-0 Material in Stone Leveling Course	23,900	ton	2.00	47,800.00
RS-1 Asphalt in Tack Coat	23	ton	65.00	1,495.00
Class "B" Asphalt Concrete Mixture	46,540	ton	4.10	190,814.00
Asphalt Cement in Mixture	2,560	ton	40.00	102,400.00
Class "A" Concrete in Box Culvert	37	cu. yd.	100.00	3,700.00
Metal Reinforcement in Box Culvert	5,000	lb.	0.40	2,000.00
18-inch Culvert Pipe	106	lin. ft.	5.00	530.00
24-inch Culvert Pipe	370	lin. ft.	6.00	2,220.00
36-inch Culvert Pipe	80	lin. ft.	12.00	960.00
60-inch Culvert Pipe	94	lin. ft.	32.00	3,008.00
36-inch Arch Type Pipe	100	lin. ft.	15.00	1,500.00
18-inch Steel Culvert Pipe	840	lin. ft.	5.00	4,200.00
24-inch Steel Culvert Pipe	250	lin. ft.	6.00	1,500.00
36-inch Steel Culvert Pipe	156	lin. ft.	12.00	1,872.00
60-inch Steel Culvert Pipe	44	lin. ft.	40.00	1,760.00

18-inch Culvert End Sections	12 only	40.00	$ 480.00
24-inch Culvert End Sections	12 only	50.00	600.00
36-inch Culvert End Sections	2 only	100.00	200.00
Extra Per A.C. Concrete Approaches	11 only	40.00	440.00
Guide Posts, W-1	430 only	7.50	3,225.00
Guard Rail	2,700 lin. ft.	2.50	6,750.00
Rail End Pieces	12 only	4.00	48.00
Furnishing Field Laboratory Building	All Required (80%)		400.00
			$606,263.00
Flagging (37½% of Contractor's Cost)			$ 2,400.00
Signing (Permanent)			150.00
Painting Cattle Guard			100.00
			$ 2,650.00
	Subtotal		$608,913.00
	10% Engr. & Cont.		60,891.00
	Total		$669,804.00

Length of Project . . . . . 14.826 Miles

Cost of Roadway Per Mile $45,177.66

Federal Funds	$500,000.00
State Funds	169,804.00
Total	$669,804.00

JACK CREEK - ONYHEE RIVER SECTION

STATE WORK

Ditch Excavation, Unclassified	7 cu. yd.	6.00	$ 42.00
Trench Excavation	40 cu. yd.	3.00	120.00
Watering	910 M-gal.	2.00	1,820.00
Moving Cost	All Required (26%)		2,600.00
Blade Grader	210 hours	15.00	3,150.00
Tractor, 75 H.P.	140 hours	15.00	2,100.00
Tractor, 220 Net H.P.	100 hours	25.00	2,500.00
Tractor, 220 Net H.P. with Dozer and Hyd. Ripper	100 hours	30.00	3,000.00
Scraper	310 hours	18.00	5,580.00
Loader Front End	170 hours	20.00	3,400.00
Truck Dump	440 hours	12.50	5,500.00
Wagon Drill and Compressor	170 hours	30.00	5,100.00
Air Compressor	36 hours	12.00	432.00
Jackhammer	36 hours	12.00	432.00
Foreman	136 hours	8.00	1,088.00
Laborer	400 hours	5.50	2,200.00
Explosives (Dynamite)	5,550 lb.	0.50	2,775.00
Explosives (Ammonium Nitrate)	15 ton	150.00	2,250.00
Stone Subbase	9,500 cu. yd.	1.00	9,500.00
3/4" - 0 Material in Stone Leveling Course	3,900 ton	2.00	7,800.00
RS-1 Asphalt in Tack Coat	2 ton	65.00	130.00
Class "B" Asphalt Concrete Mixture	4,660 ton	4.10	19,106.00
Asphalt Cement in Mixture	240 ton	40.00	9,600.00
18-inch Steel Culvert Pipe	210 lin. ft.	5.00	1,050.00
36-inch Steel Culvert Pipe	64 lin. ft.	12.00	768.00
Extra for A.C. Concrete Approaches	1 only	40.00	40.00
Guide Posts, W-1	30 only	7.50	225.00
Guard Rail	2,100 lin. ft.	2.50	5,250.00
Rail End Pieces	4 only	4.00	16.00
Furnishing Field Laboratory Building	All Required (20%)		100.00
			$97,674.00

Oregon State Highway Department

Federal Aid
Project No. FLH-3(18)

JACK CREEK-OWYHEE RIVER SECTION

OF THE I.O.N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 12, 1965

Type Code 6201
Roadway (Sta. 3613+90 to Sta. 3642+15)(Sta. 3681+75 to Sta. 3720+76)
(Sta. 3730+80 to Sta. 4010+13)(Sta. 4036+68 to Sta. 4413+00)

Ditch Excavation, Unclassified	43 cu.yds.	$ 2.00	$ 86.00
Trench Excavation	520 cu.yds.	3.00	1,560.00
Watering	4,930 M-gals.	2.50	12,325.00
Moving Cost	All Required (74%)		11,100.00
Blade Grader	750 hours	20.00	15,000.00
Tractor, 75 H.P.	530 hours	19.00	10,070.00
Tractor, 220 Net H.P.	380 hours	25.00	9,500.00
Tractor, 220 Net H.P. with Dozer and Hydraulic Ripper	380 hours	30.00	11,400.00
Scraper	1,110 hours	24.00	26,640.00
Loader, Front End	400 hours	24.00	9,600.00
Truck, Dump	1,000 hours	15.00	15,000.00
Wagon Drill and Compressor	400 hours	30.00	12,000.00
Air Compressor	84 hours	5.00	420.00
Jackhammer	84 hours	7.00	588.00
Foreman	364 hours	8.00	2,912.00
Laborer	1,100 hours	5.50	6,050.00
Explosives (Dynamite)	12,450 lbs.	0.65	8,092.50
Explosives (Ammonium Nitrate)	30 tons	240.00	7,200.00
Stone Subbase	95,000 cu.yds.	1.10	104,500.00
3/4" - 0 Material in Stone Leveling Course	23,900 tons	1.80	43,020.00
RS-1 Asphalt in Tack Coat	23 tons	60.00	1,380.00
Class "B" Asphalt Concrete Mixture	46,540 tons	4.25	197,795.00
Asphalt Cement in Mixture	2,560 tons	40.00	102,400.00
Class "A" Concrete in Box Culvert	37 cu.yds.	100.00	3,700.00
Metal Reinforcement in Box Culvert	5,000 lbs.	0.15	750.00
18-inch Culvert Pipe	106 lin.ft.	5.00	530.00
24-inch Culvert Pipe	370 lin.ft.	8.50	3,145.00
36-inch Culvert Pipe	80 lin.ft.	15.00	1,200.00
60-inch Culvert Pipe	94 lin.ft.	40.00	3,760.00
36-inch Arch Type Pipe	100 lin.ft.	14.00	1,400.00
18-inch Steel Culvert Pipe	840 lin.ft.	5.00	4,200.00
24-inch Steel Culvert Pipe	250 lin.ft.	8.50	2,125.00
36-inch Steel Culvert Pipe	156 lin.ft.	15.00	2,340.00
60-inch Steel Culvert Pipe	44 lin.ft.	40.00	1,760.00
18-inch Culvert End Sections	12 only	40.00	480.00
24-inch Culvert End Sections	12 only	60.00	720.00
36-inch Culvert End Sections	2 only	150.00	300.00

Extra for A.C. Concrete Approaches	11 only	$ 40.00	$ 440.00
Guide Posts, W-1	430 only	7.50	3,225.00
Guard Rail	2,700 lin.ft.	2.75	7,425.00
Rail End Pieces	12 only	5.00	60.00
Furnishing Field Laboratory Building	All Required (80%)		400.00
			$646,598.50
Flagging (57½% of Contractor's Cost)			$ 2,400.00
Signing (Permanent)			150.00
Painting Cattle Guard			100.00
			$ 2,650.00
	Subtotal		$649,248.50
	10% Engr. & Cont.		64,924.50
	Total		$714,173.00

Length of Project - - - - - - - - - - - - 14.826 Miles
Cost of Roadway Per Mile - - - - - - - $48,170.30

Federal Funds -	$500,000.00
State Funds -	214,173.00
Total	$714,173.00

JACK CREEK-OWYHEE RIVER SECTION

STATE WORK

Ditch Excavation, Unclassified	7	cu.yds.	$ 2.00	$ 14.00
Trench Excavation	40	cu.yds.	3.00	120.00
Watering	910	M-gals.	2.50	2,275.00
Moving Cost	All Required (26%)			3,900.00
Blade Grader	210	hours	20.00	4,200.00
Tractor, 75 H.P.	140	hours	19.00	2,660.00
Tractor, 220 Net H.P.	100	hours	25.00	2,500.00
Tractor, 220 Net H.P. with Dozer and Hydraulic Ripper	100	hours	30.00	3,000.00
Scraper	310	hours	24.00	7,440.00
Loader, Front End	170	hours	24.00	4,080.00
Truck, Dump	440	hours	15.00	6,600.00
Wagon Drill and Compressor	170	hours	30.00	5,100.00
Air Compressor	36	hours	5.00	180.00
Jackhammer	36	hours	7.00	252.00
Foreman	136	hours	8.00	1,088.00
Laborer	400	hours	5.50	2,200.00
Explosives (Dynamite)	5,550	lbs.	0.65	3,607.50
Explosives (Ammonium Nitrate)	15	tons	240.00	3,600.00
Stone Subbase	9,500	cu.yds.	1.10	10,450.00
3/4" - 0 Material in Stone Leveling Course	3,900	tons	1.80	7,020.00
RS-1 Asphalt in Tack Coat	2	tons	60.00	120.00
Class "B" Asphalt Concrete Mixture	4,660	tons	4.25	19,805.00
Asphalt Cement in Mixture	240	tons	40.00	9,600.00
18-inch Steel Culvert Pipe	210	lin.ft.	5.00	1,050.00
36-inch Steel Culvert Pipe	64	lin.ft.	15.00	960.00
Extra for A.C. Concrete Approaches	1	only	40.00	40.00
Guide Posts, W-1	30	only	7.50	225.00
Guard Rail	2,100	lin.ft.	2.75	5,775.00
Rail End Pieces	4	only	5.00	20.00
Furnishing Field Laboratory Building	All Required (20%)			100.00
				$107,981.50

RECEIVED
JUN 25 1965

Form CD-121
(11-63)
(Prep. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FLH 3(18)

TO : Mr. Forrest Cooper, State Highway Engineer
6613 Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FLH-3(18)
Jack Creek-Owyhee River Section
Grading and paving

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 17, 1965

In reply refer to: 08-35.2-EC

As requested in Mr. Young's letter of June 14, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 10, 1965 in the award of contract No. 6613 to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $703,937.00 at the June 8, 1965 bid opening.

Orig Young
copies Query
Morgan
Mathison
6-21-65

RECEIVED
JUN 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
REPORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1965
HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

1 H 3 (11)

6613

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. FORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6613 for the following project:

Grade and pave on the Jack Creek-Owyhee River Section of the I.O.N. Highway west of Jordan Valley in Malheur County.

This award was based on your bid of $703,937.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
MAY 21 1965

Form CD-12D (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FLH-3(18)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 17, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project FLH-3(18)
Jack Cr.-Owyhee River Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The specifications now include a supplement regarding specific nondiscrimination clauses attached to your May 7, 1965 assurance with regard to the Civil Rights Act of 1964. We assume that your solicitation for bids also includes the appropriate notification in connection with the same act.

Our authorization is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained as indicated in Mr. Wright's May 13, 1965 report with the following exception:

File No. 37868 - BLM - Gratis

We understand that a preconstruction permit for right-of-way across Federal lands will be submitted to insure occupancy and contractor's immediate use by the probable date of award. Our concurrence in award is withheld pending submission of this document.

Mr. Litchfield's May 13, 1965 Status Utility Report indicates that any utility poles which are determined to be in conflict will be adjusted and non-reimbursable.

We will expect that you will provide the newly required certification on utility adjustment coordination for our concurrence in award. It should be understood that your certification will preclude, almost without exception, Public Roads approval for time extensions due to utility conflicts. It should be further understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

orig to Young w/attach.
5-19-65

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's May 13, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FLH-3(13)

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 5, 1965

08-35.3/710.15

Signed
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Public Lands Funds Program

In response to Mr. Young's April 28 letter we are approving, in accordance with PPM 24-1, paragraph 8b, the following Stage 2 construction project, utilizing the subject funds allocated for Fiscal Year 1966, effective this date:

Item	Project	Location	Work
6	FLH-3(13)	US 95, Jack Creek-Owyhee River	Grade, Drain, Pave

Fiscal Year 1966 Public Lands funds were recently allocated by our Washington office in the amount of $500,000 for this project.

The current project provides for improvement of 17.16 miles within the overall project termini at a total estimated cost of $500,000 of Federal Public Lands funds. The remainder of the project within the overall termini includes short sections which are on private lands. This approval is given with the understanding that you will improve these sections to similar standards with or without Federal funds.

Orig. J. Young
5-10-65

RECEIVED
JUN 23 1965
FOR FILING

FLH-3(18)
6613

April 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 7, Project FH-3(13) for the Jack Creek-Cayhoe River Section, which we desire to have included in the Federal Lands Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHCiow

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	450	800	80	08	Oregon	35	610	7
			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

TE	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
						FLH-	3(18)			
(68)	(69)	(70)	(71) (72)	(73) (74)	(75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Malheur	045 (14) (16)	
	ROUTE NO. / FEDERAL-AID	STATE / U.S.	
	513 (32)	(36) (37) 95 (41)	[ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
to						Grade, drain, two 12' lanes high-type pavement, 4' shldrs.
						ROW - 150' normal; access control-none; parking restrictions-none.
		500,000	500,000			
ECT ALS	17.16	500,000	500,000			
	(16)	(23) (24)	(33)	REMARKS		

Additional Data - Original Construction - Project FLH 3-D and Project FLH 3-E.

USCOMM DUSCOMM-DC 48905-P61

JACK CREEK-OWYHEE RIVER SECTION

Project No. FLH-3(18)

Existing Facility

Roadway: The existing highway consists of two 10' lanes bituminous surface with 1' shoulders. In general, the alignment and grades are very good.

Structures: None

Project Data

The proposed project is to grade, drain and construct two 12' lanes asphaltic concrete pavement with 4' shoulders. Some minor changes in grade and alignment are anticipated.

System Action, Airports, Water Development, Railroads - None involved.

Public Hearing - None required.

Highway Sections on Private Lands - The intermittent sections within the project limits through private lands are to be constructed concurrently with State funds.

RECEIVED
APR 26 1965

COMMISSIONERS:
HERMAN P. MEIER-JURGEN, CHAIRMAN, BEAVERTON
EDW. C. HATFIELD, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING
FLN-3(18)
6613

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
APR 26 1965

April 23, 1965

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. G. L. Decker

Dear Mr. Cooper:

The following named road construction prospectus transmitted to us by your letter dated April 12, 1965 has been reviewed:

Jack Creek-Owyhee River Section, I.O.N. Highway,
Malheur County.

We concur with the comments of the Oregon State Game Commission submitted to you by letter dated April 16, 1965.

The opportunity to comment on this project is appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission,
Mr. R. Koski

REFERRED TO
Copy to Morgan
Date: _____ By: _____
For: _____
Due Date: _____
Copy sent 4-30-65

Copies to;
F. B. Klahoe
L. H. Young
Frank Hall
T.C. Roake
J. E. Morelock
Al. F. Parson (2)

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1965
FOR FILE

Commissioners:
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

FLN-3(18)
66/3

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

CONSTRUCTION DIVISION
RECEIVED
APR 19 1965
NOTED

April 16, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have examined the prospectus for a location survey, enclosed with your letter of April 12, 1965 and entitled:

Jack Creek-Owyhee River Section, I.O.N. Highway, Malheur County.

There will be no conflict with wildlife resources as a result of this project, and it is approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
APR 16 1965
FOR FILING
FIN 3(12)
1613

4-9-65

Prefix No. 123-1404

LOCATION PROSPECTUS
JACK CREEK-OWYHEE RIVER SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

HIGHWAY: Idaho-Oregon-Nevada, State Secondary No. 456, Federal-aid Secondary No. 513.

TERMINI: Northerly at M.P. 27.8 (Sta. 4642+18) which point is approximately 10.7 miles southerly of Jordan Valley. Southerly at M.P. 48.43 (Sta. 3615+00) which point is at the Owyhee River.

LENGTH: 20.6 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and resurfacing on existing alignment. Minor changes will be considered in grade and curvature to improve sight distance. A reconnaissance study was made to determine cost for the application of FLH funds. Soils investigations will be conducted. This project will be constructed with FLH Funds and State Funds from the 1965 State Construction Budget.

CHARACTERISTICS: Existing ADT 450; projected ADT 750.

TYPICAL SECTION: Asphaltic concrete overlay to a top width of 32 feet which will accommodate two 12-foot travel lanes with 4-foot shoulders. The existing facility has an average 20-foot oil mat travel way.

BASE: Tentative design for construction is:

	New Work	Over existing
Paving	1-1/2" A.C.	1-1/2" A.C.
Top Course Base	2 " Leveling	Plus additional quantities
Bottom Course Base	12 " Coarse Base.	for leveling.
Total Depth	15-1/2"	

MATERIAL: Sources of material will be located and referenced to this project during the survey.

ADDITIONAL FACILITIES: No railroads. There are two RCBC's within this project and the Owyhee River crossing at the south termini with a H.C. of 26'2".

NOTED
R. L. PORTER

NOTED
FORREST COOPER

ACCESS: No changes.

AGREEMENTS: None required.

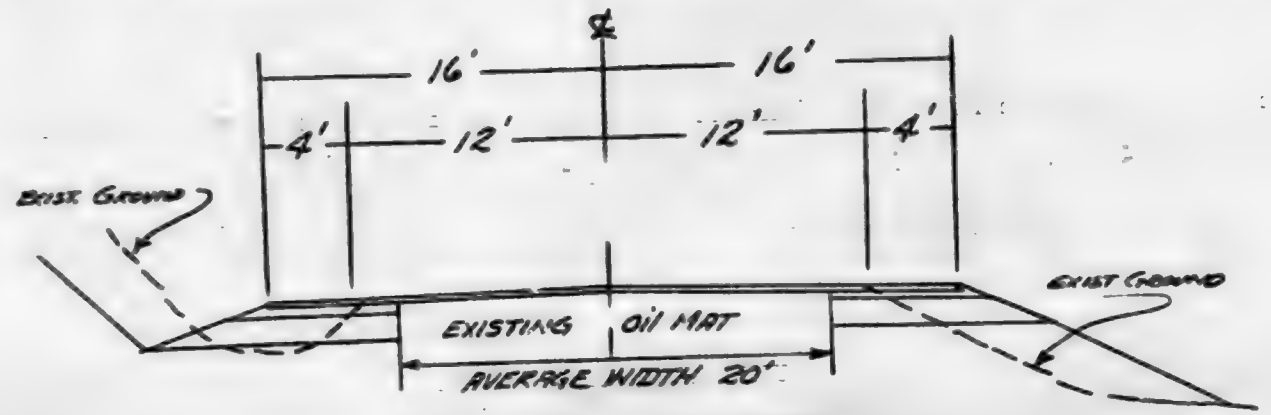
PARKS: None affected.

April 9, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BEGIN PROJECT

END PROJECT



TYPICAL SECTION

PROSPECTUS MAP

JACK CR.-OWYHEE RIVER

I.O.N. HWY.

MALHEUR COUNTY

1" = 2 Mile 1965

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APR 5 - 1965
FOR FILING
FIN-3(12)
16613

Salem, Oregon 97310
April 5, 1965

Public Lands Funds

Mr. F. D. Morgan
Construction Engineer
BUILDING

You have received a copy of the Bureau of Public Roads' notification that $500,000 of Public Lands Funds have been allocated to Oregon for the improvement of US95 from the Owyhee River northerly to Jack Creek.

Mr. Edwards also advised me that he is adding $350,000 of state construction funds to complete the unit.

Please initiate the necessary survey orders and perform any field work necessary to the end that we contract this project at an early date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

RECEIVED
APR 5 - 1965
FOR FILING
FLN-3(18)
6613

Salem, Oregon 97310
April 5, 1965

Public Lands Funds

Mr. L. H. Young
Office Engineer
BUILDING

You have received a copy of the Bureau of Public Roads' notification that $500,000 of Public Lands Funds have been allocated to Oregon for the improvement of US95 from the Cuyhee River northerly to Jack Creek.

Mr. Edwards also advised me that he is adding $350,000 of state construction funds to complete the unit.

Please program this project with the Bureau of Public Roads at an early date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 22, 1965

AIRMAIL

The Honorable Wayne Morse
United States Senator
Senate Office Building
Washington, D. C. 20510

The Honorable Al Ullman
United States Representative
House Office Building
Washington, D. C. 20515

The Honorable Maurine Neuberger
United States Senator
Senate Office Building
Washington, D. C. 20510

The Honorable Robert B. Duncan
United States Representative
House Office Building
Washington, D. C. 20515

The Honorable Edith Green
United States Representative
House office Building
Washington, D. C. 20515

The Honorable Wendell Wyatt
United States Representative
House Office Building
Washington, D. C. 20515

Ladies and Gentlemen:

For many years, Congress has made annual appropriations for construction of highways on federal lands. The distribution of these funds is a function of the Federal Highway Administrator, Mr. Rex M. Whitten.

There is no formula or instruction included in the federal law which directs the Highway Administrator as to how he shall make distribution.

Oregon has participated in this fund on several occasions in the past; I believe, largely through the efforts of our congressional delegation. At the present time, we have an application before the Federal Highway Administrator for two projects: the first on the Jack Creek-Owyhee River Section of the ION Highway in Malheur County, the request being in an amount of $724,000; the second one being on the Wagontire-Alkali Lake Section of the Lakeview-Burns Highway (US395) in Lake County, the request being in an amount of $779,000.

I am told that the Highway Administrator is now considering requests from the various states.

I call this matter to your attention, as I know that the influence of Oregon's senators and representatives will be of material benefit in securing much needed grants under this fund.

For your information, I am enclosing a small map on which the projects are delineated.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Enc.

RECEIVED
FOR FILES
FH-3(18)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6613 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 30, 1965

In reply refer to: 08-35.3/710.15

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Shaw Klaboe
Young
Morgan

SUBJECT: Allocation of 1966 Fiscal Year Public Lands Funds

Copies Rec'd 3-31-65

Reference is made to your letter of October 7, 1964 submitting an application for the subject funds for this state. We have been advised that $500,000.00 of Public Lands Funds have been allocated to Oregon for the improvement of U. S. 95 from the Owyhee River northerly to Jack Creek. It is noted that requests from thirty states totaling in excess of $74,000,000 were received for financing from the $7,000,000 of Public Lands Funds authorized for fiscal year 1966.

We would suggest early programming of this project in accordance with established Federal-aid procedures.

RECEIVED
MAR 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

NOTED
F. B. KLABOE

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

RECEIVED
NOV 23 1964

UNITED STATES GOVERNMENT

Memorandum

FOR FILING
FLH-3(18)
6613

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: November 9, 1964

In reply refer to: 08-35.9

SUBJECT: Public Lands Funds

We have received notice from our Regional office that they are in receipt of a memorandum from Mr. C. M. Williams, Director of Engineering requesting the submittal of project proposals to be considered in the allocation of the 1966 fiscal year Public Lands funds.

It is realized that you have already made application on October 7, 1964 for an allotment of Public Lands funds for proposed projects on U.S. Routes 95 and 395, so this is merely to notify you that the official request has been made and to suggest that if you have anything further to offer on this matter that it be submitted promptly to insure receiving consideration.

RECEIVED
NOV 24 1964
OFFICE OF
PUBLIC LANDS HIGHWAYS

NOTED
LLOYD P. SHAW

Copy to Young
11-23-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 8 - 1964
FOR FILING
FLH-3(18)
6613

October 7, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

An amended application is hereby made for an allotment of Federal Lands Highway Funds to be used (1) in the improvement of US95 between Jack Creek and Owyhee River, which section lies between Burns Junction and Jordan Valley and (2) in the improvement of the Lakeview-Burns Highway, US395, from Wagontire to Alkali Lake. We consider the improvement of US95 as having the higher priority.

The need for modernizing these sections is becoming more and more critical. The State has recently devoted $720,000 of State funds to the improvement of two sections on the I.O.N., US95, totaling 20.9 miles in length, but serious deficiencies still exist in other parts of the route, the correction of which we are unable to finance. The following outlines the basic information bearing on the application:

I.O.N. Highway (US95)

1. The existing facility has substandard sections of horizontal alignment, roadbed width throughout and surface stability.

   a. Horizontal alignment of intermittent sections is such as to impair sight distance and the safety factor.

b. The roadbed is generally 22 feet in width.

c. Surfacing consists of 7 to 12 inches of selected roadbed topping, 3 to 4 inches of crushed rock with a 1½-inch oil mat 20 feet wide.

d. Shoulders are one foot in width and side slopes are steeper than standard.

e. Current average daily traffic is 450. The 20-year projection is 630; 23 per cent of the traffic is trucks, and 52 per cent of the light traffic is out of state.

2. Tentative standards proposed for reconstruction of the section are as follows:

Roadbed width	46 feet
Pavement width	24 feet
Shoulder width	4 feet (Paved shoulders)
Base and Pavement depth	13-3/4 to 17-1/4 (2-inch A.C. Pavement)

3. A section of highway under consideration is from Jack Creek M.P. 27.6 to Owyhee River M.P. 46.43.

4. Eligibility of the section for use of Federal Lands Highway Funds is established by the following factual information:

a. The section is on a "main route", US95, and serves the States of Idaho, Nevada, and California, as much as the State of Oregon. This is confirmed by the percentage of out-of-state cars.

b. Due to high-speed characteristics of traffic on this section, it needs improvement to increase the safety factor.

c. No state, local, or federal funds, other than Federal Lands Highway Funds, are available or expected to be available soon in amount sufficient to finance more than the portions of the section which are outside the limits of Federal Lands due to the need and greater demand for such funds on highways in more populous areas.

d. According to adopted standards for secondary highways, the present traffic justifies improvement to the standards proposed.

e. The service rendered is almost entirely service to through traffic, as the area through which the section passes is sparsely settled; therefore, it generates no considerable part of the total traffic.

5. An evaluation has been made of the effect of the Duncan Ferry Reservoir on the highway reconstruction project proposed. In our opinion, the Duncan Ferry reclamation project is highly problematical and tentative. It is our understanding that studies are still under way with regard to the location of the project. It has been our experience that delays in anticipation of as "will-o'-the wisp" a reclamation project as the Duncan Ferry Reservoir would be unwarranted from the standpoint of service to the motoring public. In this connection, I wish to point out that the State

has under way the improvement of Route 95 from Burns Junction northerly to the Owyhee River at a cost of $437,000. This improvement is indicated on our sketch map along with the approximate limits of the reservoir area under one of the Bureau of Reclamation's proposals. We felt the need for the highway improvement outweighed the nebulous possibility of early construction of the Duncan Ferry project. Accordingly, we are of the same opinion for the small segment of highway reconstruction involved in the present highway proposal.

Lakeview-Burns Highway (Route 395)

1. The existing facility is substandard in horizontal alignment, roadbed width, and surface stability throughout.

a. Horizontal alignment in a 1/2-mile section is substandard and results in impaired sight distance and driveability.

b. Roadbed width is generally less than 24 feet.

c. Surfacing consists of 2 inches to 4 inches of pit-run gravel with an oil treatment 5/8-inch to 3/4-inch thickness.

d. Shoulders are generally less than 2 feet in width.

e. Current daily traffic is 260. The 20-year projection is 390. Trucks comprise approximately 15 per cent of the traffic volume.

f. Maintenance costs are high, being an average of $688 per mile for the years 1959 through 1961.

g. Reduced load limits are necessarily imposed in early spring so that the road will not become impassable.

2. Tentative standards proposed for reconstruction of the section are as follows:

Roadbed width	38 feet
Pavement width	24 feet
Shoulder width	4 feet (Paved)
Base and Pavement Depth	(3½-inch A.C. overlay) 9½-inch Total

3. The section of the Lakeview-Burns Highway that should have priority in improvement is from a point northerly of Wagontire to a point southerly of Alkali Lake, M.P. 26.5 to M.P. 57.5.

4. Eligibility of the section for use of Federal Lands Highway Funds is established by the following factual information:

a. The section is on a "main route", said main route being US395, extending from the Canadian border north of Spokane, south to San Diego, a few miles north of the Mexican border. It is also on the shortest route leading from a number of the larger places in southwestern Oregon and northern California to points in eastern Oregon, southern Idaho, Wyoming, and Montana.

b. The section named has recurring surface failures throughout and is in urgent need of reinforcement which can be best provided by the 3½-inch A.C. overlay.

e. No state, local, or federal funds, other than Federal Lands Highway Funds, are available or expected to be available soon in amount sufficient to finance more than the portions of the section which are outside the limits of federal lands due to the need and greater demand for such funds on highways in more populous areas.

d. According to adopted standards for secondary highways, the present traffic justifies improvement to the standards proposed.

e. The service rendered is almost entirely service to through traffic, as the area through which the section passes is very sparsely settled; therefore, it generates no considerable part of the total traffic.

f. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery, and miscellaneous supplies.

g. Present average daily traffic is 260. Improvement of the section will result in appreciably greater use.

Attached are revised sketch maps showing the sections proposed for improvement.

With the foregoing in view, we apply for fiscal 1966 Federal Lands Highway Funds to be supplemented with the necessary State funds to give the project continuity on the following basis of priority:

Unit	Hwy. or Route	MP to MP	Length Total	Length FLH	Length State	Funds FLH	Funds State	Funds Total
Jack Cr.-Owyhee River	I.O.N. US95	27.8-48.4	20.59	17.21	3.38	$724,000	$185,000	$909,000
Wagontire-Alkali Lake	US395 Lakeview-Burns	26.5-57.5	31.0	25.67	5.33	779,000	156,000	935,000

Oregon, as you are aware, is one of the major public land states with 52 per cent of its area in federal-owned lands. In this connection, I would like to point out that since the Public Lands Act of 1950, $60,600,000 has been appropriated with Oregon's share being $1,331,525 or 2.2 per cent.

It is our belief that the above-listed projects meet all established criteria for financing from Federal Lands Highway Funds and request that a substantial allotment be made to Oregon from the next funds available.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Congressional Delegation
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LHY:mb bbc

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

JACK CREEK-OWYHEE RIVER SECTION

I.O.N. HIGHWAY

MALHEUR COUNTY

PROJECT Nº FLH 3

Scale: 1" = 2000'

Sept. 4, 1964

LEGEND

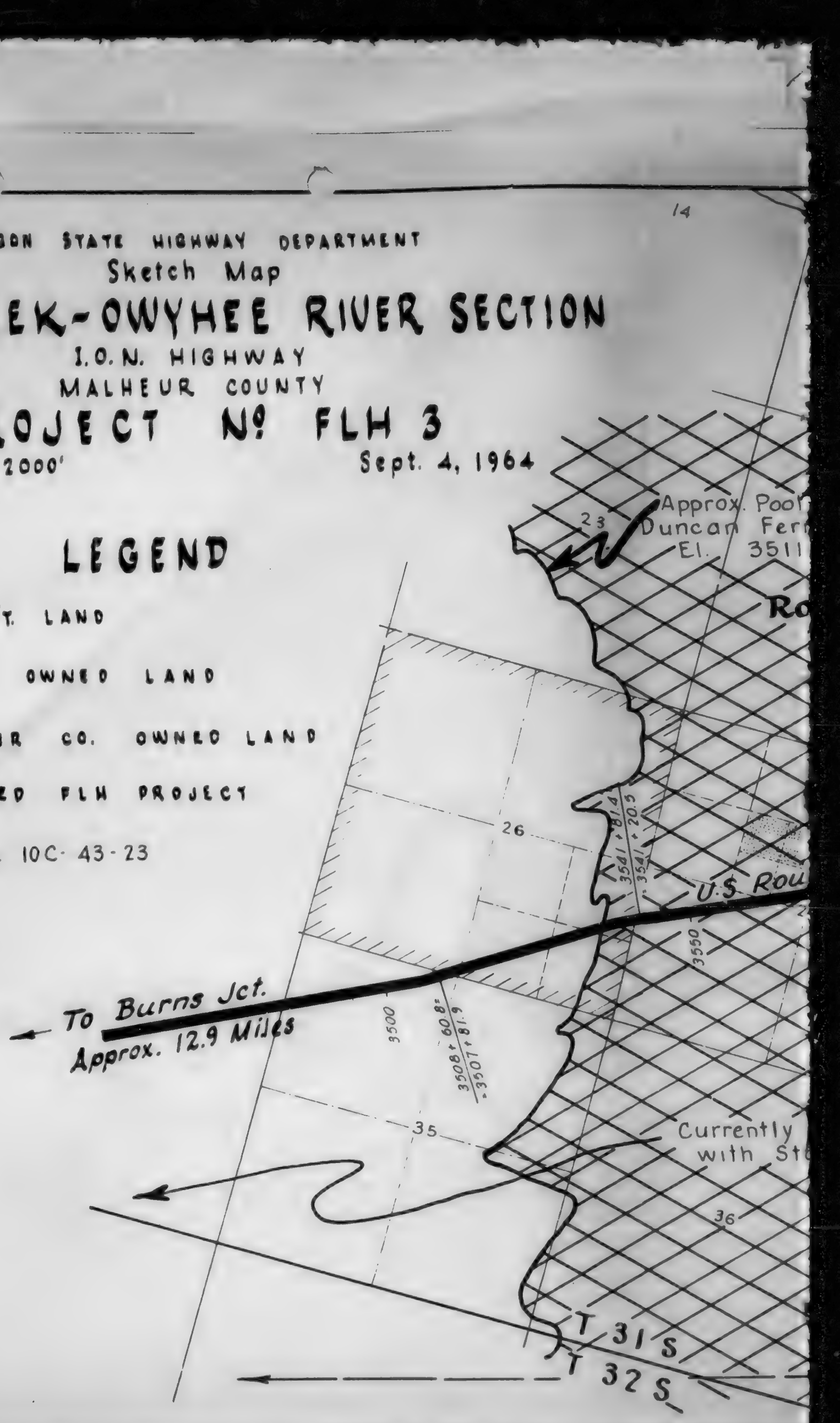
U. S. GOV'T. LAND

STATE OWNED LAND

MALHEUR CO. OWNED LAND

PROPOSED FLH PROJECT

Drwg. No. 10C-43-23



TION

Approx. Pool Limits
Duncan Ferry Res.
El. 3511

Rome

RIVER

Sta 3615 + 00

MP 48.4

U.S Route 95

Currently under Constr.
with State Funds

OWYHEE

R 41 E

R 42 E

T 31 S

T 32 S

14

13

18

19

20

23

24

25

30

29

31

32

36

3683 + 14.9 =

3622 + 94.2

3650

3600

3550

3541 + 81.4

3541 + 20.5

RECEIVED
SEP 25 1964
FOR FILING

RECEIVED
SEP 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-61) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 24, 1964

In reply refer to: 08-35.3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Show Expedite!

2 copies were given to Barbee 9-25-64 Show

SUBJECT: Public Lands Highways Funds

Reference is made to your letter of September 11 applying for an allotment of fiscal year 1966 Public Lands Highways funds for two projects in southwestern Oregon. This submission is an advance application for these funds and is being transmitted as such to our Regional office.

Since this is an early submission it appears that there are several improvements which could be included so as to make this application more complete. The map for the Riley-Valley Falls Section indicates that it was revised in September, 1964. This document does not show Project FL-H 1(4) which was completed during the past construction season on the northern portion of the route. This feature should be added. Our records indicate that you submitted a request for a proposed project covering an 18.5 mile section of this highway in 1963. The currently requested project is extended to 31 miles but is now ranked as secondary in priority to another project being initially proposed this year.

A new sketch map has been prepared as supporting documentation for the proposed project on the Jack Creek-Owyhee River Section of the I.O.N. Highway. The map appears to be somewhat incomplete. We note that following items are missing:

1. Designation of the route as FAS 513
2. Location of intersecting roads - including FAS 589 near the westerly end of the project.
3. The usual indications of earlier construction projects are not shown on this map.

The most recent construction accomplished on this route with Public Lands Highways Funds has been on the western portion of it. The currently proposed project leaves a 12 mile gap in the middle of the route. This skip is probably occasioned by the possibility of inundation of portions of this section by a proposed reservoir on the Owyhee River. The status of this proposed reservoir and its effect on the location of the route should be explained.

We believe that furnishing information concerning the above points would strengthen your application considerable. Since the initial submission has been made in advance of the official request for project proposals there appears to be adequate time to prepare the supplemental material.

Copy to Young 9-28-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 11 1964
FOR FILING
FIN-3(18)
6613

September 11, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Application is hereby made for an allotment of Federal Lands Highway funds to be used (1) in the improvement of US95 between Jack Creek and Owyhee River, which section lies between Burns Junction and Jordan Valley and (2) in the improvement of the Lakeview-Burns Highway, US395 from Wagontire to Alkali Lake. We consider the improvement of US95 as having the higher priority.

The need for modernizing these sections is becoming more and more critical. The State has recently devoted $650,000 of State funds to the improvement of two sections on the I.O.N., US95, totaling 20.9 miles in length, but serious deficiencies still exist in other parts of the route, the correction of which we are unable to finance. The following outlines the basic information bearing on the application:

I.O.N. Highway (US95)

1. The existing facility has substandard sections of horizontal alignment, roadbed width throughout and surface stability.

a. Horizontal alignment of intermittent sections is such as to impair sight distance and the safety factor.

b. The roadbed is generally 22 feet in width.

c. Surfacing consists of 7 to 12 inches of selected roadbed topping, 3 to 4 inches of crushed rock with a 1½ inch oil mat 20 feet wide.

d. Shoulders are one foot in width and side slopes are steeper than standard.

e. Current average daily traffic is 450. The twenty-year projection is 630. Twenty-three per cent of the traffic is trucks and 52 per cent of the light traffic is out of state.

2. Tentative standards proposed for reconstruction of the section are as follows:

Roadbed width	48 feet
Pavement width	24 feet
Shoulder width	4 feet (Paved Shoulders)
Base and Pavement depth	13-3/4 to 17-1/4 (2-inch A.C. Pavement)

3. A section of highway under consideration is from Jack Creek M.P. 27.8 to Owyhee River M.P. 46.43.

4. Eligibility of the section for use of Federal Lands Highway funds is established by the following factual information:

a. The section is on a "main route" US95, and serves the States of Idaho, Nevada and California as much as the State of Oregon. This is confirmed by the percentage of out-of-state cars.

b. Due to high speed characteristics of traffic on this section, it needs improvement to increase the safety factor.

c. No state, local or federal funds, other than Federal Lands Highway funds are available or expected to be available soon in amount sufficient to finance more than the portions of the section which are outside the limits of Federal Lands due to the need and greater demand for such funds on highways in more populous areas.

d. According to adopted standards for secondary highways, the present traffic justifies improvement to the standards proposed.

e. The service rendered is almost entirely service to through traffic, as the area through which the section passes is sparsely settled and therefore generates no considerable part of the total traffic.

Lakeview-Burns Highway - Route 395

1. The existing facility is substandard in horizontal alignment, roadbed width and surface stability throughout.

a. Horizontal alignment in a 1/2-mile section is substandard and results in impaired sight distances and drivability.

b. Roadbed width is generally less than 24 feet.

c. Surfacing consists of 2 inches to 4 inches of pit-run gravel with an oil treatment 5/8-inch to 3/4-inch thickness.

d. Shoulders are generally less than 2 feet in width.

e. Current daily traffic is 260. The twenty-year projection is 390. Trucks comprise approximately 15 per cent of the traffic volume.

f. Maintenance costs are high, being an average of $668 per mile for the years 1959 through 1961.

g. Reduced load limits are necessarily imposed in early spring so that the road will not become impassable.

2. Tentative standards proposed for reconstruction of the section are as follows:

Roadbed width	38 feet	
Pavement width	24 feet	
Shoulder width	4 feet	(Paved)
Base and Pavement depth	(3½-inch A.C. overlay)	
	9½-inch Total	

3. The section of the Lakeview-Burns Highway that should have priority in improvement is from a point northerly of Wagontire to a point southerly of Alkali Lake, M.P. 26.5 to M.P. 57.5.

4. Eligibility of the section for use of Federal Lands Highway funds is established by the following factual information:

a. The section is on a "main route", said main route being US395 extending from the Canadian border north of Spokane south to San Diego a few miles north of the Mexican border. It is also on the shortest route leading from a number of the larger places in Southwestern Oregon and Northern California to points in Eastern Oregon, Southern Idaho, Wyoming, and Montana.

b. The section named has recurring surface failures throughout and is in urgent need of reinforcement which can be best provided by the 3½-inch A.C. overlay.

c. No state, local or federal funds, other than Federal Lands Highway funds are available or expected to be available soon in amount sufficient to finance more than the portions of the section which are outside the limits of federal lands due to the need and greater demand for such funds on highways in more populous areas.

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f. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery, and miscellaneous supplies.

g. Present ADT is 260. Improvement of the section will result in appreciably greater use.

Attached are sketch maps showing the sections proposed for improvement.

With the foregoing in view, we apply for fiscal 1966 Federal Lands Highway funds to be supplemented with the necessary state funds to give the project continuity on the following basis of priority:

Unit	Hwy. or Route	MP to MP	Length Total	Length FLH	Length State	Funds FLH	Funds State	Funds Total
Jack Cr.-Coyhee River	I.O.N. US95	27.8-48.4	20.59	19.02	1.57	$799,000	$136,000	$909,000
Wagontire-Alkali Lake	US395 Lakeview-Burns	26.5-57.5	31.0	25.67	5.33	779,000	156,000	935,000

Oregon, as you are aware, is one of the major public land states with 52 per cent of its area in federal-owned lands. In this connection, I would like to point out that since the Public Lands Act of 1950, $60,600,000 has been appropriated with Oregon's share being $1,331,526 or 2.2 per cent.

It is our belief that the above-listed projects meet all established criteria for financing from Federal Lands Highway funds and request that a substantial allotment be made to Oregon from the next funds available.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LHY:mb bbc

RECEIVED
SEP 10 1964
FOR FILING

Const FIN--(1)
Fed Aid
Letter 6613

September 8, 1964

Oregon State Highway Commission

Gentlemen:

You will recall that in several instances of late, we have been able to secure Federal Forest Highway Funds for improvement of some of our desert sections of Eastern Oregon. Congress recently appropriated $7 million for use nationally for this type of improvement (current year allocation $[illegible] million); therefore, I believe that we should make applications for additional funds. I propose two projects:

(1) The Jack Creek-Owyhee River Section of the I.O.N. Highway in Malheur County, estimated to cost $[illegible]. The project is 20.59 miles in length, of which 19.02 miles are eligible for Federal funds and 1.57 miles would have to be financed by the State at an estimated cost of $110,000. The Federal portion would be $799,000.

(2) The Lakeview-Burns Section of U 395 in the vicinity of Alkali Lake. This project is 31 miles in length, of which 25.67 miles are eligible for Federal funds and 5.33 miles would have to be financed by the State. This would call for an expenditure of $779,000 Federal funds, $156,000 of State funds, for a total of $935,000.

Both of the above projects are badly needed, as the existing surfacing is worn out, rough, and very difficult to maintain. I would recommend both of these projects and will proceed with the necessary applications unless the Commission wishes otherwise. Past experience has proved that a constant vigorous follow-up is essential in this matter; therefore, I will keep track of the progress of our applications and do what I can to secure approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

124-1114 Lancaster Dr.-Gaffin Rd. Sec., 1965
N. Santiam Hwy. (Grad., Pav. &
#6614 Sign.)

RECEIVED
DEC 21 1965
FOR FILING
124-1114
6614

December 21, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6614 awarded to Salem Road and Driveway Company for grading, paving, and signing on the Lancaster Drive-Gaffin Road Section of the North Santiam Highway in Marion County was completed on October 12, 1965, and accepted by the Highway Commission on December 17, 1965.

Final payment in the amount of $5,504.00 will be released to the contractor after December 28, 1965. The total contract amount is $106,710.62 including $616.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Salem Road & Driveway Company
P.O. Box 603
Salem, Oregon 97308

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 17 1965
FOR FILING

124-1114

6614

December 17, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1965, on Contract No. 6614. The contract was with Salem Sand & Gravel Co. and was for grading, paving, and signing on the Lancaster Drive-Griffin Road Section of the North Santiam Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lancaster Drive - [illegible] Road	WEEK ENDING: October 8, 1965	
	SECTION PREFIX: 124-1114	
HIGHWAY: [illegible]	COUNTY: [illegible]rion	
NAME OF JOB: Lancaster Drive - [illegible] Road	KIND OF WORK: Grading, Paving and Signing	
CONTRACT: Salem Road and Driveway Co.	CONTRACT NUMBER: [illegible] 14	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 14, 1965	ESTIMATED COMPLETION DATE: October 1[illegible], 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $125,[illegible]8.1[illegible]	SPECIFIED COMPLETION DATE: October 15, 1[illegible]65	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $116,146.52	ENGINEERING AUTHORIZATION: $8,[illegible]91.6[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $124,14[illegible].2[illegible]	ENGINEERING COST TO DATE: $[illegible],[illegible]2[illegible].[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 112 %	DATE PROJECT WAS COMPLETED: 10-12-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.[illegible]	1.[illegible]			1.[illegible]
MILES PARTIALLY COMPLETED	1.[illegible]	1.38			1.38
MILES COMPLETED	1.[illegible]	1.[illegible]			1.[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,[illegible]00 Cu Yds	[illegible],07[illegible] Tons			4,600 Tons
TOTAL QUANTITIES CORRECTED TO DATE	11,[illegible]78	[illegible],76[illegible]			4,517
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,078	[illegible],[illegible]6			4,517
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Tractor with Auger, 1 [illegible]ump.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing E
MONDAY	[illegible]ir			Work D
TUESDAY	Cloudy			Bond B
WEDNESDAY	Cloudy			Work
THURSDAY	Clear			Work S
FRIDAY	Cloudy			
SATURDAY				

RECEIVED
OCT 1 1965
CONSTRUCTION
Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Subcontractor working on guard rail installation.
TUESDAY	Subcontractor finishes setting guard rail posts on the rt side at sta 135 & 251.
WEDNESDAY	Subcontractor continuing guard rail installation.
THURSDAY	Subcontractor finishes guard rail installation.
FRIDAY	No work on project today.
SATURDAY	

REMARKS

Project completed with the exception of some paving around the guard rail installation and sign installation.

Project should be completed by the end of next week.

SIGNED Lonnie Harris LOCATION Mc innville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

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JUN 14 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

124 - 1114
6614

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1965

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6614 for the following project:

Grade, pave and sign on the Lancaster Drive-Griffin Road Section of the North Santiam Highway east of Salem in Marion County.

This award was based on your bid of $110,000.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgen
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

24-1115 Southern Pacific RR U'Xing- 1965
Hollywood (Salem) Sec., Pacific
#6615 Hwy. (Subseal. & Pav.)

RECEIVED
OCT 11 1965
FOR FILING

24-1115
6615

October 6, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6615 awarded to Salem Road and Driveway Company for paving on the Southern Pacific Railroad Undercrossing-Hollywood (Salem) Section of the Pacific Highway East in Marion County was completed on August 31, 1965, and accepted by the Highway Commission on October 5, 1965.

Final payment in the amount of $600.91 will be released to the contractor after October 13, 1965. The total contract amount is $20,219.48 including $189.09 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm
cc Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 6 - 1965
FOR FILING

24-111 E

6615

October 5, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6615. The contract was with Salem Sand and Gravel Company and was for paving the Southern Pacific Railroad Turning-Hollywood (Salem) Section of the Pacific Highway East in Marion County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 5, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SP. R.R. U'Xing Hollywood (Salem)		WEEK ENDING: August 27, 1965
		SECTION PREFIX: 24-1115
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: SP. R.R. U'Xing- Hollywood (Salem)	KIND OF WORK: Subsealing and Paving	
CONTRACTOR: Salem Road & Driveway	CONTRACT NUMBER: 6615	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: August 4, 1965	ESTIMATED COMPLETION DATE: September 1, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 32,569.87	SPECIFIED COMPLETION DATE: ~~September 1, 1965~~	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $ 30,253.79	ENGINEERING AUTHORIZATION $ 2,316.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 60
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 30,253.79	ENGINEERING COST TO DATE $ 1,737.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 61
ESTIMATED PERCENT: [redacted] UNDERRUN 20 %	PERCENT OF AUTHORIZATION 75 %	DATE PROJECT WAS COMPLETED: 8-31-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100	100		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.84		0.84	0.84
MILES PARTIALLY COMPLETED								
MILES COMPLETED					0.84		~~0.84~~	~~0.84~~
TOTAL ESTIMATED QUANTITIES (CONTRACT)					~~1,660 only~~		~~110 Tons~~	~~2,225 Tons~~
TOTAL QUANTITIES CORRECTED TO DATE					~~984~~		~~78,81~~	~~1,556.835~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					~~984~~		~~78.81~~	~~1,556.835~~
AVERAGE DAILY QUANTITIES (this week)								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0		0	0
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

Drilling holes

10-25 Asphalt

EQUIPMENT USED DURING THE WEEK:

1 Dumptruck, 1 Roller, 1 Equip truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy, Rain			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED
AUG 30 1965
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	The contractor did a small amount of the Patching around street intersections.
TUESDAY	Contractor did not work on project today.
WEDNESDAY	Same.
THURSDAY	Same.
FRIDAY	Subcontractor began adjusting inlets and boxes.
SATURDAY	

REMARKS

As of August 27, 1965, the gas and telephone companies have failed to move or adjust any of their utilities.

SIGNED [signature] LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 14 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH K. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

24 1115
6615

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 10, 1965

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6615 for the following project:

Subsealing and paving on the Southern Pacific Railroad Undercrossing-Hollywood (Salem) Section of Pacific Highway East in Salem, Marion County.

This award was based on your bid of $28,451.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

126-1169 Columbia Blvd.-Swift-Union Interch. Sec., Swift Hwy. in N. Portland (Grad. & Pav.) 1965

#6616

RECEIVED
DEC 27 1965
FOR FILING

126-1169

6616

December 27, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6616 awarded to Warren Northwest, a Division of Warren Bros., Company, for grading and paving the Columbia Boulevard-Union-Swift Interchange Section of the Swift Highway in Multnomah County was completed on August 16, 1965, and accepted by the Highway Commission on December 23, 1965.

Final payment in the amount of $2,519.75 will be released to the contractor after January 3, 1966. The total contract amount is $43,242.32 including $1,213.09 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc Warren Northwest
Division of Warren Bros. Co.
P. O. Box 7675
Portland, Oregon

Ward Cook-Rodgers Insurance Co., Inc.
Title & Trust Building
Portland, Oregon

L H Young
C. H. Maison (Attn: J. Herr)

RECEIVED
DEC 27 1965
FOR FILING

126-1169
6616

December 23, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 16, 1965, on Contract No. 6616. The contract was with Warren Northwest, Division of Warren Brothers Company and was for grading and paving on the Columbia Boulevard-Union-Swift Interchange Section of the Swift Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 23, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Eulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Columbia Blvd.-Union-Swift Interchange	WEEK ENDING: Sept. 25, 1965
		SECTION PREFIX: 126-1169
	HIGHWAY: Swift	COUNTY: Multnomah
NAME OF JOB: Columbia Blvd.-UnionSwift Interch.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Warren Northwest Division of Warren Bros. Co.	CONTRACT NUMBER: 6616	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: June 18, 1965	ESTIMATED COMPLETION DATE: August 16, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 59,662.68	SPECIFIED COMPLETION DATE: August 1, 1965	PERCENT OF TIME ELAPSED: 131
EXCLUSIVE OF ENGINEERING: $ 3,420.00	ENGINEERING AUTHORIZATION $ 4,242.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 45,611.30	ENGINEERING COST TO DATE $ 7,418.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 175 %	DATE PROJECT WAS COMPLETED: August 16, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.48	0.48			1.67
MILES PARTIALLY COMPLETED	0.48	0.48			1.67
MILES COMPLETED	0.48	.48			1.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 cy	3,104 cy			5,300 T
TOTAL QUANTITIES CORRECTED TO DATE	2,625 cy	4,352 cy			5,758 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,625 cy	4,352 cy			5,758 T
AVERAGE DAILY QUANTITIES	---	---			---
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	---	---			---
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NOTED
F.B. MABEE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed.

Semi-Final was submitted to Division Office Sept. 21, 1965.

SIGNED Ray W. Pyle LOCATION Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 14 1965
FOR FILING

126 - 1169

6616

June 10, 1965

Warren Northwest
A Division of Warren Bros. Co.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6616 for the following project:

Grade and pave on the Columbia Boulevard-Swift-Union Interchange Section of the Swift Highway in North Portland in Multnomah County.

This award was based on your bid of $50,983.50 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

26-1170 Division I Paving Project on Five State Hwys. in Portland (Paving) 1965

#6617

RECEIVED
DEC 27 1965
FOR FILING

26-1170

6617

December 24, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

A post-final payment for $2,700.00 will be made to K. F. Jacobsen & Company, Inc., and Cascade Construction Company, to be released after December 28, 1965, on Contract No. 6617 for paving on the Division I Paving Project of the Pacific Highway West, Tualatin Valley, Pacific Highway East, Cascade and Lower Columbia River Highways in Multnomah and Washington Counties.

The total amount paid on this contract will be $151,507.01, including the post-final payment. Of the total $2,037.78 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: K. F. Jacobsen & Company, Inc.
and Cascade Construction Company
1107 N. Russell Street
Portland, Oregon

Victor E. Risley
Board of Trade Building
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 17 1965
FOR FILING

26-1170
6617

December 17, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 22, 1965, on Contract No. 6617. The contract was with K. F. Jacobsen and Co., Inc. and Cascade Construction Co. and was for paving of the Division 1 Paving Project on five state highways in Multnomah and Washington Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. N. Young
F. D. Morgan
C. H. Maleen
L. W. Rulien

bg

RECEIVED
JAN 13 1966
FOR FILING
26-1170
6617

December 15, 1965

K. F. Jacobsen & Co., Inc.
and Cascade Construction Company
1107 North Russell Street
Portland, Oregon

#14

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from September 15 to October 22, 1965, to complete Contract No. 6617 for paving the Division I Project on five state highways in Multnomah and Washington Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to October 12, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc L. W. Rullen
Roy Pyle
F. D. Morgan
L. H. Young
C. H. Maleen

FORM E-80 REM 3-65 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1965

SUBJECT: Extension of Time
Division I Paving Project
Five State Highways
Contract No. 6617

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Attached is a request from K. F. Jacobsen & Co., Inc. & Cascade Construction Co., contractors on the subject project, for an extension of the specified completion date from September 15 to October 22, 1965 without the assessment of liquidated damages. The contractor's request is based on delays which occurred while waiting for permission to gain access to an embankment area, time lost when material in roadbed cut was determined to be unsatisfactory embankment material, while waiting for concrete driveways in service stations to cure, interference with utility facility adjustments, and suspension of work during National American Legion Convention.

There was an 8 day delay in gaining access to National Biscuit Company property in order to properly construct an embankment. An extension of 8 days is justified. Material in an excavation was determined to be unsatisfactory for use as embankment and arrangements had to be made to obtain satisfactory borrow material and provide waste areas to dispose of the unsatisfactory material. This delayed the contractor's operations by 10 days and an extension in this amount is justified. The contractor constructed driveways to two service station locations as a part of his contract work. While it is true that he had to delay some of his other work while waiting for these driveways to cure, this work was included in the original contract and cannot be considered as a justifiable reason for a time extension. Utility company adjustments within the contract work area involved a 3 day delay. A 3 day extension is justified. Work on the project in the downtown area on Harbor Drive was suspended at

NOTED
F. B. KLABOE

the request of the City for a period of 6 days during the National American Legion Convention. An extension of 6 days is justified. The reasons cited above justify an extension of 27 calendar days which would extend the completion date to October 12, 1965.

The project was completed October 22, 1965 which is 37 days beyond the specified completion date and amounts to $3,700.00 in liquidated damages based on the penalty rate of $100.00 per calendar day.

We recommend that the specified completion date be extended to October 12, 1965. This will reduce the liquidated damages by $2,700.00 leaving $1,000.00 outstanding.

This is a State project and does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:rw;nh

Attach.

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6617 Contractor N.P. Jacobsen & Co., Inc. & Cascade Construction Co.

Highway 5 State Highways

Section Division 1 Paving Project

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Right of way delay justifies 8 days. Delay caused by unsatisfactory cut material and subsequent arrangements for borrow and waste areas justify 10 days, utility company adjustments justify 3 days, City's request that work be suspended during American Legion Convention justifies 6 days.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6617

Project designation State (State-Federal)

Date awarded June 10, 1965

Work started July 13, 1965

Per cent completed 100 10-22-65 (Date)

No. of ~~Workdays~~ Calendar Days Allowed 97

No. of ~~Workdays~~ Calendar Days Used 134

~~No. of Added Workdays Requested~~ Req. ext. to Oct. 12, 1965

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 22, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 97 days to 134 days, within which to complete our Contract No. 6617, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See accompanying letter.

Respectfully submitted,

K. F. Jacobsen & Co., Inc. &
Cascade Construction Company
Contractor

By: [signature]

By [signature]

CONSENT OF SURETY

Date November 17, 1965

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: [signature]
Attorney-in-fact Victor S. Risley

Countersigned: VICTOR S. RISLEY CO. (SEAL)

BY: [signature]
Resident Agent

October 22, 1965

Oregon State Highway Commission
Salem, Oregon

Re: Div. 1 Paving Project
Contract 6617

Gentlemen:

Supplementing the form "Contractors Request for Increase in Number of Workdays," we wish to set forth the following reasons for requesting a time extension to and including October 22, 1965 as the date of completion on the above project:

1. Time lost in waiting for permission to use National Biscuit Co. property to gain access and egress to construct the proposed fill. Time delayed eight (8) days.

2. Time lost when it was decided that material in the cut was not satisfactory for use in the fill. Arrangements had to be made for obtaining proper borrow and the unsatisfactory material had to be disposed of. The change called for a different method of excavation. This also involved extra time. Ten (10) days were lost because of the reasons stated above.

3. Two service stations had to be kept open for business during period of construction. One of these had not opened for business at the time the project was bid. Curing and testing of strength of concrete in driveways required additional time as alternate entrances were used in order to keep them open for business. Ten (10) days loss of time here.

4. The moving of utilities required our not working for a short period. This involved a delay of Three (3) days.

5. Work on the project was suspended during the National American Legion Convention. Work on the project was suspended from August 20 to August 26. Loss of time was six (6) days.

We therefore request an extension of time for the completion of the project from September 15, 1965 to October 22, 1965, or a total of thirty-seven days.

Respectfully submitted,

Cascade Construction Co.

K. F. JACOBSEN & CO., INC.

M. A. CONWAY

K. F. JACOBSEN
VICE PRESIDENT

RECEIVED
DEC 9 - 1965
FOR FILING

Sc 1170
6617

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 14
December 14, 1965 Meeting

Gentlemen:

E. F. Jacobsen and Company, Inc. and Cascade Construction Company, contractors on the Division I paving project on five state highways in Multnomah and Washington Counties, Contract No. 6617, requests an extension of the completion date from September 15 to October 22, 1965.

The contractor was delayed by lack of right-of-way to an embankment area for a period of eight days. He was also delayed when material in an excavation area was determined to be unsatisfactory for use as an embankment and arrangements for satisfactory borrow and waste areas had to be made. An extension of ten days for this delay is justified. The contractor was also delayed three days by utility company adjustments in the contract area.

At the request of the City of Portland, work on the Barbur Drive Section was suspended during the National American Legion Convention and an extension of six days is justified. The contractor also cited a delay while waiting for service station driveways to cure; this is not a justifiable reason.

These reasons justify a total of 27 calendar days extension.

I recommend that the specified completion date be extended to October 12, 1965, which will reduce the liquidated damages from $3,700 to $1,000.

This matter will be on the agenda for your consideration at the December 14 meeting.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:nh/FBK:srb bg

October 22, 1965

Oregon State Highway Commission
Salem, Oregon

Re: Div. 1 Paving Project
Contract 6617

Gentlemen:

Supplementing the form "Contractors Request for Increase in Number of Workdays," we wish to set forth the following reasons for requesting a time extension to and including October 22, 1965 as the date of completion on the above project:

1. Time lost in waiting for permission to use National Biscuit Co. property to gain access and egress to construct the proposed fill. Time delayed eight (8) days.

2. Time lost when it was decided that material in the cut was not satisfactory for use in the fill. Arrangements had to be made for obtaining proper borrow and the unsatisfactory material had to be disposed of. The change called for a different method of excavation. This also involved extra time. Ten (10) days were lost because of the reasons stated above.

3. Two service stations had to be kept open for business during period of construction. One of these had not opened for business at the time the project was bid. Curing and testing of strength of concrete in driveways required additional time as alternate entrances were used in order to keep them open for business. Ten (10) days loss of time here.

4. The moving of utilities required our not working for a short period. This involved a delay of Three (3) days.

5. Work on the project was suspended during the National American Legion Convnetion. Work on the project was suspended from August 20 to August 26. Loss of time was six (6) days.

We therefore request an extension of time for the completion of the project from September 15, 1965 to October 22, 1965, pr a total of thirty-seven days.

Respectfully submitted,

Cascade Construction Co.

M. A. CONWAY

K. F. JACOBSEN & CO., INC.

K. F. JACOBSEN
VICE PRESIDENT

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Division 1		WEEK ENDING: November 27, 1965
		SECTION PREFIX: [illegible] 1270
HIGHWAY: [illegible]		COUNTY: [illegible]
NAME OF JOB: [illegible]	KIND OF WORK: [illegible]	
CONTRACTOR: [illegible]	CONTRACT NUMBER: [illegible]	FEDERAL AID PROJECT NUMBER: [illegible]
DATE OF CONTRACT: [illegible]	DATE WORK STARTED: [illegible]	ESTIMATED COMPLETION DATE: [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ [illegible]	SPECIFIED COMPLETION DATE: [illegible]	PERCENT OF TIME ELAPSED: [illegible]
EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING AUTHORIZATION $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: [illegible]
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]	ENGINEERING COST TO DATE $ 19,163.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: [illegible]
ESTIMATED PERCENT Overrun UNDERRUN: [illegible] %	PERCENT OF AUTHORIZATION: [illegible] %	DATE PROJECT WAS COMPLETED: [illegible]

NOTED
F.B. Mag

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	[illegible]	[illegible]			[illegible]
MILES PARTIALLY COMPLETED	[illegible]	[illegible]			[illegible]
MILES COMPLETED	[illegible]	[illegible]			[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]	[illegible]			[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]			[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]			[illegible]
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	[illegible]	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Showers			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY				

RECEIVED
NOV 30 1965
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed

Semi-final was submitted to Div. Office Nov. 26, 1965

Roy W. Pyle
By, James L. Butler

SIGNED _____ LOCATION Portland, (illegible)

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

RECEIVED
JUN 14 1965
PORTLAND

26 11-70

6617

June 10, 1965

E. F. Jacobsen & Co., Inc.,
and Cascade Construction Co.
1107 N. Russell
Portland 17, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6617 for the following project:

Paving on the Division I Project on five state highways in Portland in Multnomah and Washington Counties.

This award was based on your bid of $158,177.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

34-1119 Strassel U'Xing-Buxton Jct. 1965
Sec., Sunset Hwy., W. of Portland
#6618 (Grad. & Pav.)

RECEIVED
JAN 26 1966
FOR FILING

34-1119

6618

January 25, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6618 awarded to Warren Northwest, Division of Warren Bros. Company, for grading and paving on the Strassel Undercrossing-Buxton Junction Section of the Sunset Highway in Washington County was completed on November 15, 1965, and accepted by the Highway Commission on January 24, 1966.

Final payment in the amount of $14,926.84 will be released to the contractor after February 1, 1966. The total contract amount is $318,899.96 including $5,893.51 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Warren Northwest
Division of Warren Bros. Co.
P. O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
Title and Trust Building
Portland, Oregon
L. H Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 25 1966
FOR FILING

34-1119

6618

January 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1965, on Contract No. 6618. The contract was with Warren Northwest, Division of Warren Brothers Company, and was for grading and paving on the Stranahl Undercrossing-Buxton Junction Section of the Sunset Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

fn bg

RECEIVED
JAN 13 1966
FOR FILING
34-1119
6618

December 14, 1965

Warren Northwest
Division of Warren Bros., Co.
P. O. Box 7675
Portland, Oregon

#18

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from November 1 to November 15, 1965, to complete Contract No. 6618 for grading and paving the Strassel Undercrossing-Buxton Junction Section of the Sunset Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc I. W. Rullen
James Cochell
F. D. Morgan
L. H. Young
C. H. Maison

FORM B-20 5OM 3-61 SP*6670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Strassel U'Xing-Buxton Jct. Section
Sunset Highway
Contract No. 6618

Attached is a request from Warren Northwest, contractor on the subject contract for an extension of the specified completion date from November 1 to November 15, 1965 without the assessment of liquidated damages. The contractor's request is based on unsuitable weather delaying the painting of the guardrail.

The specified completion date on this contract was November 1. Construction of the guardrail was completed November 4, 1965. From this date until November 15 weather conditions were unfavorable for painting. No stop work orders were issued. It appears that the reason the guardrail work was not completed earlier was because a subcontractor was occupied on other work. We can find no basis for granting an extension for the reason given by the contractor under the 1964 Standard Specifications.

We recommend that the request be denied. The contract was completed November 15, 1965 which is 14 days beyond the specified completion date and amounts to $1,400.00 in liquidated damages based on the penalty rate of $100.00 per day.

This is a State project and does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DES:rw
Attach.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6618 Contractor WARREN NORTHWEST, A Div. of Warren Bros. Co.

Highway Sunset

Section Strassel Undercrossing - Buxton Junction

Kind of Work Grading & Paving

It is recommended that such extension be granted as requested under the following terms and conditions: Recommend that extension be denied, weather is not a justifiable reason for granting an extension.

Recommended for Approval:

F. Ramey
Asst
Division Engineer

for
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No. 6618

Project designation State
State—Federal

Date awarded June 10, 1965

Work started June 15, 1965

Per cent completed 100 - 11/15/65
Date

Specified completion date Nov. 1, 1965

Previously extended to None

Extension requested to ~~None~~

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 16, 19 65

Gentlemen:

We, the undersigned, respectfully request an extension of 14 days time, from Nov. 1, 19 65, to Nov. 15, 19 65, within which to complete our Contract No. 6618, described as follows:

Strassel Undercrossing-Buxton Jct. Sect., Sunset Hwy., Washington County

The above request is based upon the following reasons:

Due to unsuitable weather (foggy or rainy) Subcontractor unable to paint guardrail (Item 25, Guard Rail) until Nov. 15, 1965

Respectfully submitted,
WARREN NORTHWEST, A Division
of Warren Brothers Company
Contractor
By Allen B. Kalkhoven
Allen B. Kalkhoven, Supt.

CONSENT OF SURETY

Date November 15, 19 65

We, FEDERAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

C.M. Burrows
C.M. Burrows — Attorney-in-fact

(SEAL)

C.M. Burrows
Oregon — Resident Agent

State Printing 87499

WARD COOK-RODGERS INSURANCE CO., INC.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: STRASSEL U'XING - BUXTON JUNCTION	WEEK ENDING: December 11, 1965
		SECTION PREFIX: 34 - 1119
	HIGHWAY: Sunset	COUNTY: Washington
NAME OF JOB: STRASSEL U'XING - BUXTON JUNCTION	KIND OF WORK: Grading and Paving	
CONTRACTOR: Warren Northwest	CONTRACT NUMBER: 6618	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: June 15, 1965	ESTIMATED COMPLETION DATE: N
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 144	WORK DAYS USED CALENDAR DAYS USED 158
	SPECIFIED COMPLETION DATE: November 1, 1965	PERCENT OF TIME ELAPSED: 110
PROJECT AUTHORIZATION: $ 351,281.70	ENGINEERING AUTHORIZATION: $ 24,980.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 326,301.67	ENGINEERING COST TO DATE: $ 22,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 321,220.14		DATE PROJECT WAS COMPLETED: November 15, 1965
ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 2.2 %	PERCENT OF AUTHORIZATION: 90 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Guard Rail	Guide Posts
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.52	1.52			2.81
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.52	1.52			2.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	160,000	29,300			9,300
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	186,200	27,600			10,050
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				11 E
MONDAY	Cloudy			3
TUESDAY	Showers			W
WEDNESDAY	Fair			
THURSDAY	Cloudy - Rain			
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec. 5 SUNDAY	
12/6 MONDAY	**No Work.**
12/7 TUESDAY	
12/8 WEDNESDAY	
12/9 THURSDAY	
12/10 FRIDAY	
12/11 SATURDAY	

REMARKS

The Semifinal Estimate was turned into the Division Office on Tuesday, Dec. 7, 1965.

SIGNED James W. Cochell LOCATION Beaverton

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

RECEIVED
DEC 9 - 1965
FOR FILING
34-1119
6618

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 18
December 14, 1965 meeting

Gentlemen:

Warren Northwest, contractor on the Structural Undercrossing-Buxton Junction Section of the Sunset Highway in Washington County, Contract No. 6618, requests an extension of the completion date from November 1 to November 15, 1965.

The contractor cites unsuitable weather for painting guardrail as a reason for this extension. Weather conditions are not considered a valid reason for granting time extension under the contract specifications. The guardrail work was performed by a subcontractor, who was occupied on other work, which caused a delay in completing the guardrail.

I recommend that the request be denied. The contract was completed November 15, 1965, and $1,400 in liquidated damages have been assessed.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:rw fn

RECEIVED
JUN 14 1965
FOR FILING
34-1119
6618

A

June 10, 1965

Warren Northwest
A Division of Warren Bros. Co.
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6618 for the following project:

Grade and pave on the Strassel Undercrossing-Burton Junction Section of Sunset Highway, 29.5 mi. west of Portland in Washington County.

This award was based on your bid of $299,800.40 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

135-1111 Morrow Co. Line-Spray Jct. Sec., 1965
Heppner-Spray Hwy. (Stone Surf.)
#6619

RECEIVED
JAN 17 1966
FOR FILING

135-1111
6619

January 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 14, 1965, on Contract No. 6619. The contract was with Clarence Braden Construction Co. and was for stone surfacing on the Morrow County Line-Spray Junction Section of the Heppner-Spray Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 14, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Morrow Co. Line - Spray Junction		WEEK ENDING: September 25th, 1965
		SECTION PREFIX: 135-1111
HIGHWAY: Heppner - Spray		COUNTY: Wheeler
NAME OF JOB: MORROW COUNTY LINE - SPRAY JUCT.	KIND OF WORK: Stone Surfacing	
CONTRACTOR: Clarence Braden Constr'n Co.	CONTRACT NUMBER: 6619	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10th, 1965	DATE WORK STARTED: July 20th, 1965	ESTIMATED COMPLETION DATE: September 14th, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 73,346.30	SPECIFIED COMPLETION DATE: September 15th, 1965	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 71,210.00	ENGINEERING AUTHORIZATION: $ 2,136.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,961.07	ENGINEERING COST TO DATE: $ 4,031.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -6%	PERCENT OF AUTHORIZATION: 189%	DATE PROJECT WAS COMPLETED: September 14th, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100%		100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		15.1			
MILES PARTIALLY COMPLETED		15.1			
MILES COMPLETED		15.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		25,000	5,000		
TOTAL QUANTITIES CORRECTED TO DATE		22,695	4,954		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		22,695	4,954		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

NOTED
F.B. KABOE

EQUIPMENT USED DURING THE WEEK:

Dozer State 2 water wagons, 2 blades, roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

JB

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed the cleanup of site and removal of equipment on Friday of this week.

F I N A L R E P O R T

SIGNED M. M. Stump LOCATION John Day

M. M. Stump

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°FZ16

RECEIVED
JUN 14 1965
FOR FILING

135 - 1111

6619

June 10, 1965

Clarence Braden Construction Company
22 Walker
Walla Walla, Washington

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6619 for the following project:

Stone surfacing on the Morrow County Line-Spray Junction Section of the Heppner-Spray Highway east of Spray in Wheeler County.

This award was based on your bid of $64,750.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

ER-153(1) Summer Lake-Valley Falls Sec., 1965
Fremont Hwy. (Grad.)
#6620

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-68 (12-1)	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
5 #4420	12-29-65	Lake
		PROJECT NO. ER-153(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lapine-California State Line Section, Fremont Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	5-20-65	139.43
RIGHTS-OF-WAY		
CONSTRUCTION	5-24-65	139.43
*OTHER *(Specify)*		

FUNDS Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 217,295.00	$ 137,872.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 29 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-153(1)

LAPINE-CALIFORNIA STATE LINE SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices. Estimate of temporary and permanent repair by State force and negotiated equipment rental.)

Salem, Oregon, November 30, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y006
Shoulder Repair (MP 82.0 to MP 119.7)(Contract No. 6620)

Moving Costs	All Required		$ 2,650.00
Blade Grader, 21,300 lbs.	55 hour	$15.80	869.00
Tractor (155 H.P.) and Dozer	100 hour	27.60	2,760.00
Gradall (3 Ton) with Attachments	170 hour	27.50	4,675.00
Loader, Front End (Crawler Type) 2 C.Y.	85 hour	25.00	2,125.00
Trucks, Dump, 5 C.Y.	260 hour	9.00	2,340.00
Trucks, Dump, 10 C.Y.	280 hour	15.50	4,340.00
Laborers	210 hour	9.15	1,921.50
Furnish 60-inch Corrugated Metal Arch-Type Pipe, 10 Ga.	55 lin.ft.	21.94	1,206.70
	Subtotal		$22,887.20
	Engr. & Cont.		2,287.80
	Total		$25,175.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 18.3 - MP 157.73)

Negotiated Equipment, Labor and Materials	All Required	$109,525.49
State force Equipment, Labor and Materials	All Required	41,137.46
		$150,662.95

Permanent Repair

Approved State Force Order #1	All Required	$ 1,850.00
Approved State Force Order #1 Supplement	All Required	1,055.00
Approved State Force Order #2	All Required	20,250.00
		$ 23,155.00
	Subtotal	$173,817.95
	Engr. & Cont.	17,302.05
	Total	$191,120.00

Length of Project - - - - - - - - 139.43(Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Summer Lake-Valley Falls Sec.	25,175.00	15,973.00	9,202.00
Temporary & Permanent Repairs	191,120.00	121,265.00	69,855.00
	$217,295.00	$137,872.00	$79,423.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

19-1040	19-4507	19-4707
19-4407	19-4508	19-4708
19-4408	19-4509	19-4709
19-4409	19-4510	19-4710
19-4410	19-4511	19-4711
19-4411		

State force equipment, labor and materials do not agree with the Phase I Report. We used charges on the costs books to determine this amount which is the most accurate information we have at this time. This estimate does not include any D.M.S. Office charges.

Oregon State Highway Department

Federal Aid
Project No. ER-153(1)

LAPINE-CALIFORNIA STATE LINE SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 15, 1965

Type Code P.E.				
Preliminary Engineering	All Required			$ 1,000.00
Type Code Y006				
Shoulder Repair (M.P. 82.0 to M.P. 119.7)				
Moving Costs	All Required			$ 5,000.00
Blade Grader, 21,300 lbs.	55 hours	$19.00		1,045.00
Tractor (155 H.P.) and Dozer	100 hours	24.50		2,450.00
Gradall (3 ton) with Attachments	170 hours	25.00		4,250.00
Loader, Front End (Crawler Type) 2 c.y.	85 hours	22.00		1,870.00
Trucks, Dump, 5 c.y.	260 hours	12.00		3,120.00
Trucks, Dump, 10 c.y.	280 hours	18.50		5,180.00
Laborers	210 hours	5.50		1,155.00
Furnish 60-inch Corrugated Metal Arch Type Pipe, 10 Ga.	55 lin.ft.	25.00		1,375.00
	Subtotal			$25,445.00
	10% Engr. & Cont.			2,544.00
	Total			$27,984.00

Length of Project - - - - - - - 0.00Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 50.00	$ 950.00
Shoulder Repair	27,984.00	1,400.00	26,584.00
	$28,984.00	$1,450.00	$27,534.00*

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent repair not covered by this estimate.	$225,016.00	$11,250.00	$213,766.00*

*Note: This is a token financed project and does not constitute a firm commitment. These amounts will be revised to full pro-rata when and if Federal funds become available.

RECEIVED
DEC 23 1965
ER-153(1)
6620

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salme, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-153(1)
Lapine - California State Line Section
Fremont Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 30, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and permanent restoration work on 139.43 (intermittent) miles of roadway at a total estimated negotiated contract amount of $120,478.00 and State force account work amount of $45,251.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $105,155.00.

Findings regarding nonincidental permanent repairs on the project by State Forces were previously transmitted on June 21 and August 24, 1965. We concurred in the contract award for Summer Lake - Valley Falls Section on June 10, 1965.

Enclosures

REFERRED TO
Young w/encls.
BY ASST. STATE HWY. ENGR
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

LAPINE-CALIFORNIA [illegible]

OF THE FREIGHT HIGHWAY [illegible]

(Estimate as a basis for project agreement. Based on low bid prices. Estimate for temporary and permanent repair by State force and negotiated equipment rental.)

Salem, Oregon, November 30, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 1006
Roadway Repair (MP 84.0 to MP 119.7)(Contract No. 6620)

Moving Costs	All Required		$ 2,[illegible]
Blade Grader, 21,300 lbs.	55 hour	$15.80	[illegible]
Tractor (155 H.P.) and Dozer	100 hour	27.60	2,760.00
Gradall (3 Ton) with Attachments	170 hour	27.50	4,675.00
Loader, Front End (Crawler Type) 2 C.Y.	85 hour	25.00	2,125.00
Trucks, Dump, 5 C.Y.	260 hour	9.00	2,340.00
Trucks, Dump, 10 C.Y.	280 hour	15.50	4,340.00
Laborers	210 hour	9.15	1,921.50
Furnish 60-inch Corrugated Metal Arch-Type Pipe, 10 Ga.	55 lin.ft.	21.94	1,206.70
	Subtotal		$22,887.20
	Engr. & Cont.		2,287.80
	Total		$25,175.00

Type Code (20)
Flood Repair Temporary and Permanent (MP 18.3 - MP 157.73)

Negotiated Equipment, Labor and Materials	All Required	$109,525.49
State force Equipment, Labor and Materials	All Required	41,137.46
		$150,662.95

Permanent Repair

Approved State Force Order #1	All Required	$ 1,850.00
Approved State Force Order #1 Supplement	All Required	1,055.00
Approved State Force Order #2	All Required	20,250.00
		$ 23,155.00
	Subtotal	$173,817.95
	Engr. & Cont.	17,302.05
	Total	$191,120.00

Oregon State Highway Department -2-

Length of Project - - - - - - - 139.43(Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Summer Lake-Valley Falls Sec.	25,175.00	15,973.00	9,202.00
Temporary & Permanent Repairs	191,120.00	121,265.00	69,855.00
	$217,295.00	$137,872.00	$79,423.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

19-1040	19-4507	19-4707
19-4407	19-4508	19-4708
19-4408	19-4509	19-4709
19-4409	19-4510	19-4710
19-4410	19-4511	19-4711
19-4411		

State force equipment, labor and materials do not agree with the Phase I Report. We used charges on the costs books to determine this amount which is the most accurate information we have at this time. This estimate does not include any D.M.S. Office charges.

FREEMAN
NOV 9 - 1965
FOR FILING

ER-153 (1)

6620

November 8, 1965

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A post-final payment for $390.00 will be made to Bud Stump on Contract No. 6620 for grading the Summer Lake-Valley Falls Section of the Fremont Highway in Lake County, as soon as the warrant is prepared.

The total amount paid on this contract will be $26,871.69 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Bud Stump
5110 South Etna
Klamath Falls, Oregon

Driscoll, Padgett & Harley
206 Williams Building
Klamath Falls, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
NOV 3 - 1965
FOR FILING

EX-152(1)

6620

November 1, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1965, on Contract No. 6620. The contract was with Bud Stump and was for intermittent grading on the Summer Lake-Valley Falls Section of Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Hanson
J. F. Putnam

bg

EK- 55 (1)

6620

for Complete Rpt
Lot #6653

cc: Mr. Dermot Cooper
Mr. R. L. Tennyson
Mr. Tom Johnston
Dr. F. D. Morgan
Mr. H. S. Miller
Mr. C. P. Wilson
Mr. L. M. Young

JHW:fp srb

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @	$1.50	= $ 36.00
P.A. 3 -132 hours @	1.00	= 132.00
P.A. 5 - 38 hours @	5.30	= 201.40
Total Amount		$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing: Morgan, Decker, Bond, Barbee, Walker, Olson, Lowe

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 0

Morgan - please R/C comments

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10-20-65

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121
(11-63)
(Prep. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 6620 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

10-20-65

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(5-64).

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
3	3	See below

DATE OF INSPECTION	PHASE(S) INSPECTED
July 11, (6,13,27,28,29)	Equipment Rental Procedures

INSPECTION MADE BY: W. W. Nichols, et al — IN COMPANY WITH: Bur. Public Roads

REPORT PREPARED BY: W. W. Nichols, Assistant Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Miscellaneous items.

CONTRACTOR (Name and address): See below.

CONTRACT AMOUNT: See below.

PROJECT STATUS (Percent complete): See below.

LOCATION: See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

[illegible] - [illegible]

Inspection time - 20 hours
Travel time - 27 hours
Write-up - 3 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 3. There were no equipment projects in progress in that Division. The following projects were inspected:

Project No.	Project Name	Contract No.	Contract Amt.	Contractor
ERRO 101(2)	Oakridge-Cali Co. Tunnel Sec., Willamette Hwy.	0555	$1,[illegible]91.00	Rogers Constr. Co., Portland, Ore.
ERRO 105(1)	Sandlan Co.-North Sandlan Riv. Sec., Sandlan Hwy.	0557	1,434,113.00	White Bros. Constr. Co. & Ore-Ammerman, Inc., Walla Walla, Wash.
ER 100(1)	Fulton Canyon Sec., Tilton Canyon-Vasco Hwy.	0572	150,711.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 9221-P64

Projects Inspected (cont.)

Project No.	Project Name	Contract No.	Contract Price	Contractor
FR-111(1), DRTD 111(2) & FR 137(1)	Rocks Cr.-John Day Hwy Jct. Sec., Oshoco Hwy. and Prineville-Crooked Riv. Sec., Ball-Ant Hwy.	0512	$ 73,422.10	Hoy Rockplot Burns Hoods, Ore.
FR-121(1)	Smith Bridge-Valley Cr. Sec. of Elkton-Sutherlin Hwy.	0435	535,107.00	C. B. O'Neil Creswell, Ore.
FR-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	0520	41,027.20	Bed Stamp
FR-154(1)	Warner Summit-Crooker Reservoir Sec., Warner Hwy.	0521	31,435.00	Washington Constr. Co., Sheridan, Ore.
DR-106(1)	Pioneer Mountain Sec. Corvallis-Newport Hwy.	0519	233,595.75	C. B. O'Neil Creswell, Ore.
DRTD-103(2)	Reliable Cr.-Willow-jacket Cr. Sec., Mt. Hood Loop Hwy.	0527	411,001.00	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Amount this started	Present Complete
DRTD-101(2)	60	40
DRTD-103(1)	60	50
DR-106(1)	100	90+
FR-111(1)-DRTD-111(2) & FR-137(1)	95	97
FR-121(1)	90	10
FR-153(1)	95	99
FR-154(1)	95	00
DR-108(1)	90	92
DRTD-103(2)	05	5

Personnel Met W

R. P. Nichols acted as the term leader and was present on the inspection of all the projects. The other personnel on the inspection parties was as follows:

DRTD-101(2) - Clyde Bird, Walker, Ida
Adlie Anderson, Resident Engineer, OSHD

(more)

Excavation Work (cont.)

NAVO-105(1) - Clyde Pike, Auditor, DPR
J. L. Lemmon, Area Engineer, DPR
Lt J. Hall, Resident Engineer, OSHD

ER-106(1) - Clyde Pike, Auditor, DPR
Richard S. Hamilton, Resident Engineer, OSHD

ER-111(1), NAVO-111(1), ER-137(1) -
Clyde Pike, Auditor, DPR
J. L. Lemmon, Area Engineer, DPR
Robert M. Clark, Resident Engineer, OSHD

ER-121(1) - Cecil Hancock, Auditor, DPR
M. D. Martin, Assistant Engineer, DPR
Karl Riehl, Area Engineer, DPR
John R. Hagadorn, Jr., Resident Engineer, OSHD

ER-151(1) - Clyde Pike, Auditor, DPR
C. T. Christiansen, Asst. Area Engineer, DPR
Jim Frenna, Division Engineer, OSHD
E. J. Dunn, Resident Engineer, OSHD

ER-154(1) - Same as ER-159(1).

ER-168(1) - Cecil Hancock, Auditor, DPR
M. D. Martin, Assistant Engineer, DPR
Glenn Roberts, Area Engineer, DPR
Ray Asbury, Division Engineer, OSHD
W. H. Owens, Resident Engineer, OSHD

NAVO-193(2) - Clyde Pike, Auditor, DPR
Willis Cuddy, Area Engineer, DPR
W. R. Layman, Asst. Area Engineer, DPR
Richard S. Hamilton, Resident Engineer, OSHD

SUMMARY

(1) The General Daily Progress reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept entered on reusable forms. These forms were signed daily by authorized representatives of both the contractor and State, indicating agreement as to the quantities shown. This practice should be continued in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation as to the equipment on the project met specification requirements was generally incomplete. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor be required to give a list of his equipment on the project. The list should include his number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the manner or type of records which should be kept. Consequently each resident worked his own method of keeping records on equipment, with the advice of the State's Division office in some cases.

Basic Documents

The initial record on all the projects under IM-106(1) was the form "Central Dilly Progress Report" (form 16-M). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment the contractor's hours and a narrative. In addition to this work in progress the narrative usually contains a partial description of the equipment used, and pertinent notations such as equipment breakdown time, etc. As mentioned above, this form was not used on Project EX-106(1), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the Progress Report. There is one area in which it appears there could be improvements made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or tractors, are used the inspectors often just note "(3) tractor - D 4 dump trucks working, - - - ". Since this report is a basic record it could eliminate ~~[illegible]~~ if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(more)

The resident engineer on project BR-101(2), Mr. Hill, had two inspectors give this information to Hill plus the rest of the laborers and operators, in their reports. The inspector on BR-111(1) obtained this information but it was kept on pieces of paper that were not made a part of the permanent records. Mr. Hayden issued instructions during the inspection that the information was to be recorded kept in the inspector's diary.

In addition to the Contract Daily Progress Report the inspector on BR-101(1) kept a diary, and the inspectors on BR-112(2) and 124(1) kept the daily itemized list on Form C 25)-101, "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in complete detail. One is in case a particular piece of equipment is moved to and from the project. The other is a tabulation, daily showing the equipment. Both types of information could be kept on one form. It was possible to determine when some of the equipment was moved to and from the project from information in the diaries, however, it appeared that the information was far from complete on most of the projects. The resident on BR-101(1) had requested and received an equipment list from his contractor. It was not current but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the residents used a daily form upon which the hourly basis pay items were summarized. Form C-100(7-63)-Daily Record of Force Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the residents devised their own forms. Examples 4 and 5 were used on projects BRS-101(2) and BR-121(1), respectively.

In all cases the record for each day was signed not later than the following day by the individual representatives of the State and contractor. The signatures indicate complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects BRS-101(2) and BR-111(1) as can be seen in examples 4 and 5. A tabulation showing the running totals was kept on projects BRS-103(1), BR-111(1), etc. and BR-101(1). Some minor discrepancies in these totals were found. However, the calculations had not been checked and normally errors are found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

FORM F-474 (10-61)

GENERAL DAILY PROGRESS REPORT

DATE 7-7-65

SECTION SMITH BR. - YELLOW C.R.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER 6585

F. A. NUMBER ER-121(1)

PROJECT 110-1007

EQUIPMENT

DOZERS	4	GRADER	DIFFERENTIAL 3
ROLLER		SHOVEL 1	TRUCKS 1-FLATBED
COMPRESSOR	2	CRUSHER	MIXER
DISTRIBUTOR		PAVER	WATER WAGON 1
JACKHAMMER	2		EUCLID END DUMP 3
WAGON DRILL	1		

LABOR

OPERATORS 17 LABOR 8 SUPERVISION 1 - SUPT.

SURVEY CREW 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 AM	
SHIFT END			4:30 PM						4:30 PM	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

D9 dozer loading three 631 scrapers at Sta. 518-521 Left, and hauling to Sta. 540 Left. CL dozer helping in fill with ripper. One D8 (#17) dozer placing material on the fill. One sheepsfoot at Sta. 520. CL is putting slope on existing load ready. 80D shovel loading 3 Euclid end dumps at Sta. 547 Left, and also hauling to Sta. 570 Left. One D8 (#32) dozer working on rock slide at Sta. 570 & working at Sta. 515 Right. Two jackhammers working at Sta. 540 and one wagon drill at Sta. 570. Three laborers stockpiling salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

William P. Holmes
INSPECTOR

Example # 2

Form E-270—1036
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or Pit .....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits
	Previous	This Date	Total	Station to Station
TOTALS				

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

FORM 123 (7-63)

CREW NAME

CONTRACT NUMBER | ORDER NO. | Sheet of

FORCE ACCOUNT NUMBER | DATE | SHIFT

SUB CONTRACTOR | PREFIX

LABOR, MATERIALS & EQUIPMENT

NAME	CLASS OR SIZE	DATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	

OREGON STATE HIGHWAY DEPT. — DAILY REPORT OF EQUIPMENT RENTAL P... — PAGE 1

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — PREFIX 20 - 1124

CONTRACTOR Rogers Construction, Inc. — DATE

BID ITEM	HOURS USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS PAGE	TOTAL HOURS
2. Blade Grader				
3. Tractor (165 H. P.), Dozer				
4. Tractor (185 H. P.), Dozer and Winch				
5. Tractor (75 H. P.), Dozer				
6. Power Shovel, 2½ C. Y.				
7. Power Shovel, 3/4 C. Y.				
8. Crane, Truck Mounted, Dragline				
9. Trucks, Dump, 5 C. Y.				
10. Trucks, Dump, 10 C. Y.				
11. Trucks, Dump, 20 C. Y.				
12. Trucks, Flatbed, 1½ Ton				
13. Trucks, Pickup, 3/4 Ton (Without Operator)				
14. Trucks, Sprinkler, 4,500 Gal., with Pump				
15. Loader, Wheel Type, 3/8 C. Y.				
16. Loader, Wheel Type, 1 C. Y.				
17. Loader, 4 Wheel Drive, 4 C. Y.				
18. Loader, Crawler, 2 C. Y.				
19. Roller, Vibratory, with Power				
20. Roller, Grid, with Power				
21. Tamper, Gasoline Engine, Hand Operated				
22. Pump, Portable, 3 - 4 inch				
23. Saw, Portable Chain, Minimum 36 inch Bar				
24. Wagon Drill, [illegible] inch Rubber Tired with Compressor				
25. Explosives		lbs.	lbs	lbs.
26. Foreman				
27. Laborers				

Contractor's Rep. _____ Inspector _____

PROJECT NO. Fed'O - 20[illegible] REPORT NO. _____

Ex 44

OREGON STATE HIGHWAY DEPARTMENT DAILY REPORT EQUIPMENT RENTAL PROJECT

[illegible] HOURS

SECTION Oakridge - Salt Creek Tunnel CONTRACT NO. 6553

HIGHWAY Willamette [illegible] 20 - 1014

CONTRACTOR Rogers Construction Co. [illegible] DATE

PRICE AGREEMENT NO. & ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 1/2 ton Pickup				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Wandmachines				
P.A. #4 Jackhammers				
P.A. #5 210 Air Compressors				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. [illegible] REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

ER-121(1)

PROJECT: Smith Bridge-Yellow Cr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C.R. O'Neil

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH [illegible] YEAR 1965

DATE	5	6	7	8	9	10	WEEKLY TOTALS	TOTALS TO DATE
ITEM	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.		
Moving costs								
Blade grader	11	9	9	9	9	-	36	134
Tractor with dozer	11	27	27	27	21½	16	113½	609
Tractor with dozer, rake, winch	11	9½	9½	5	9	-	30	133½
Scraper	11	27	27	27	27	-	105	365½
Power shovel	11	8½	9	9	9	-	35½	160½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	11	-	2	9	9	-	20	56
Trucks, flatbed	11	5	9	9	9	-	36	81
Wagon drill	11	12½	5	3	2	-	22½	117½
Jackhammer	11	-	10	3	7	-	20	40
Air compressor, 105 cfm	11	-	10	3	7	-	20	37½
Air compressor, 600 cfm	11	2½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	11	80½	71	76	71	24	316½	1593
Powderman	11	9	3	9	9	-	36	123
EUCLID END DUMP	11	25½	27	27	27	-	106½	412½

MONTH _____ YEAR _____

DATE	5	6	7	8	9	10	WEEK TOTAL	TOTAL TO DATE
ITEM	MON.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	19	21½	16	110½	609
Tractor with dozer, rake, winch	H	8½	7½	5	9	-	30	138½
Scraper	H	24	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill	H	12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	57½
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	83½	71	76	71	24	310½	1594
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½

SHEET NO. 6

FORM CO-166 (7-63)

Submission of Final Bid Results

The procedure that will occur after the bid records are submitted to the Engineer will be the final records for the project.

The submittal of items for unit price bid will be read aloud at the opening and will be recorded on the bid tabulation.

The procedure shall cover the child records and establish a procedure with the final records for the project.

The contract terms for maintenance of P.U.E. and all of this agreement shall be recorded in conjunction with the old records and on the final subdivision map.

RECEIVED
OCT 27 1965
FOR FILING

FORM PR-47
(REV. 5-63)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

STATE Oregon
STATE CODE 1

COUNTY Lake (R) 2

FEDERAL PROJECT NO. (6620) EK-153(1)

EK-153(1)

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	DATE STARTED
	6620 CONSTRUCTION TYPE CODE			7-6-65
20	CONTRACT CONSTRUCTION AMOUNT	$	$	DATE COMPLETED
21	LENGTH OF PROJECT	— Mi.	Mi.	TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON[3] / CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	MFBM		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
11	READY-MIXED CONCRETE	CU. YD.		
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] / CU. YD.		
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.	1963.3	
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	5,446.23	
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	177.01	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

		TOTAL MAN HOURS	TOTAL WAGES PAID *(Without deductions)*
30	LABOR	986	4,974.14

$561.68 for Gas & oil is included in #22

REMARKS: *(Use additional sheet if more space is required.)*

[1] By BPR. [2] Insert "M" or "R" for Municipal or Rural. [3] Strike out unit not applicable.

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	18"	320'
	24"	302'
	36"	178'
	43"x27"	54'
	72"x44"	50'
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

Received Dec. 30, 1965

UACOMM-DC 21613-P68

RECEIVED
OCT 25 1965
FOR FILING

EK-153(1)

6620

September 28, 1965

Mr. Bud Stump
9110 S. Elm
Klamath Falls, Oregon

#2

Dear Mr. Stump:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from August 1 to September 2, 1965, to complete Contract No. 6620 for grading on the Summer Lake-Valley Falls Section of the Fremont Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to August 14, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm
cc J. F. Putnam
E. J. Dunn
Frank Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.DB-

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ER-153(1)
Summer Lake-Valley Falls Section
Freemont Highway
Request for time extension

Based on the reasons set forth in Mr. Klaboe's letter of August 25, 1965, referring to the subject request for extension of time, we hereby concur in your recommendation to extend the specified completion date from August 1, 1965, to August 14, 1965.

This extension is in accordance with Articles 8-7 and 8-8 of your Standard Specifications.

REFERRED TO
Morgan - Gray
BY ASST. STATE HWY. ENGR. 9-3-65

5 - Prod. Comm. Letter

OFFICE OF HIGHWAY ECONOMICS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. [redacted] Contractor [redacted]

Highway [redacted]

Section [redacted]

Kind of Work [redacted]

It is recommended that such extension be granted as requested under the following terms and conditions:

Extension granted because of additional work added to the contract after award and unreasonable delay in delivery of materials.

Recommended for Approval:

J. H. Sullivan
Division Engineer

For
Construction Engineer or Bridge Engineer

M. J. Labbe
State Highway Engineer

Contract No. [redacted]

Project designation [redacted]
State—Federal

Date awarded [redacted]

Work started [redacted]

Per cent completed [redacted] August 14, 1968
Date

Specified completion date [redacted]

Previously extended to [redacted]

Extension requested to [redacted]

Form E-320—3M—8-52

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 2, 1965

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from Aug. 2, 1965, to Sept. 2, 1965, within which to complete our Contract No. 6620, described as follows:

Grading -- Summer Lake - Valley Falls Section State H wy.

The above request is based upon the following reasons:

h
Shipment of extra pipe added to contract by you after award made not due to be shipped until August 4, 1965.

Respectfully submitted,

Bud Stump
Contractor

By Bud Stump

CONSENT OF SURETY

Date August 3, 1965

We, Fireman's Fund Insurance Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Wyatt Padgett
Attorney-in-fact

(SEAL)

Wyatt Padgett
Resident Agent

State Printing 60059

RECEIVED
SEP 3 - 1965
FOR FILING
ER-153(1)
6621

Salem, Oregon
September 2, 1965

Increase in Project Authorization

E. J. Dunn
Resident Highway Engineer
P. O. Box 1108
Lakeview, Oregon 97630

This is to advise you that at its meeting of August 23, 1965 the Highway Commission approved an increase of $5,554.03 in project authorization on Contract No. 6620, Summer Lake-Valley Falls Section of the Fremont Highway in Lake County.

The new authorization for construction is $31,302.13. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: J. F. Putnam

MKG:cd

RECEIVED
AUG 26 1965
FOR FILING
ER-153(1)
6621

August 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Summer Lake-Valley Falls Section
Fremont Highway
Project No. ER-153(1)

Dear Sir:

We have received from Bud Stump, contractor on the subject project, a request for an extension of the specified completion date from August 1, 1965 to September 2, 1965.

When this project was awarded, the replacement of cross culverts was omitted. To properly take care of drainage and to avoid future flooding, it was necessary to negotiate with the contractor for the installation of larger capacity culverts. On July 9, 1965, approval was given on a Price Agreement covering these additional items. The additional pipe was ordered as soon as the Price Agreement was approved, but the first of the materials was not delivered to the project until August 5, 1965. Installation work began on August 9 and the contract was completed August 14, 1965. All of the original contract work was completed on July 27, 1965. Had the pipe been delivered to the project within a reasonable length of time following the order, this project would have been completed within the specified time limit. The addition of these drainage items caused an overrun of the original contract cost amounting to 21.6 percent. Applying this percentage against the original time allowed justifies an extension of 11 days. The unreasonable delay in delivery of the pipe justifies an extension of at least a week.

This is an ER rental type contract governed by the 1964 Standard Specifications without modification regarding liquidated damages and time extensions. This project was completed on August 14, 1965, which is 13 days beyond the specified completion date. The overrun in time of 13 calendar days amounts to $390 in liquidated damages.

This project was completed on August 14, 1965. It is our recommendation that the completion date for this project be extended from August 1, 1965, to August 14, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Hinkes
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. M. Young
Mr. C. H. Maison
Mr. J. F. Putnam

FORM E-90 50M 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1965

SUBJECT: Extension of Time
Summer Lake-Valley Falls Section
Fremont Highway
Contract No. 6620

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Bud Stump, contractor, for an extension of the specified completion date on the subject contract from August 1, 1965 to September 2, 1965, without the assessment of liquidated damages.

The contractor's request is based on additional culvert work added to the contract by Price Agreement after award.

When this project was awarded, the replacement of cross culverts was omitted. To properly take care of drainage and to avoid future flooding, it was necessary to negotiate with the contractor for the installation of larger capacity culverts. On July 9, 1965, approval was given on the Price Agreement covering these additional items. The additional pipe was ordered as soon as the Price Agreement was approved, but the first of the materials were not delivered to the project until August 5, 1965. Installation work began on August 9 and the contract was completed August 14, 1965. All of the original contract work was completed on July 27, 1965. Had the pipe been delivered to the project within a reasonable length of time following the order, this project would have been completed within the specified time limit. The addition of these drainage items caused an overrun of the original contract cost amounting to 21.6%. Applying this percentage against the original time allowed justifies an extension of 11 days. The unreasonable delay in delivery of the pipe justifies an extension of at least a week.

This is an ER rental type contratt governed by the 1964 Standard Specifications without modification regarding liquidated damages and time extensions. This project was completed on August 14, 1965, which is 13 days beyond the specified completion date. The overrun in time of 13 calendar days amounts to $390.00 in liquidated damages.

We recommend that the specified completion date be extended to August 14, 1965, based on the reasons cited above. This will eliminate all penalty.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who agrees that our reasons for granting an extension are valid.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young
J. F. Putnam

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-1252 REM 2-65

RECEIVED
SEP 14 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-153(1)

6620

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 14, 1965, on Contract No. 6620, Summer Lake-Valley Falls Section, in Lake County, in connection with Federal-Aid Project No. ER-153(1).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
By Asst. State Hwy. Engr.
9-14-65

Bureau of Public Roads
Oregon Division Office
Endorsement

Date: September 10, 1965

Conditions noted on above date:

Contract portion of this project was inspected 9-8-65 and found to be completed in apparent conformance with plans and specifications.

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: M. E. Martin
District Engineer

Kwm:mb
cc: Mr. H. J. Cox

Report #7 Final Report

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Summer Lake - Valley Falls		WEEK ENDING: August 21, 1965
		SECTION PREFIX: 19-1040
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Summer Lake - Valley Falls	KIND OF WORK: Intermittent Grading	
CONTRACTOR: Bud Stump	CONTRACT NUMBER: 6620	FEDERAL AID PROJECT NUMBER: ER-153(1)
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 6, 1965	ESTIMATED COMPLETION DATE: August 14, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $25,748.10	SPECIFIED COMPLETION DATE: August 1, 1965	PERCENT OF TIME ELAPSED: 125.0
EXCLUSIVE OF ENGINEERING: $23,917.12	ENGINEERING AUTHORIZATION: $1,830.98	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $26,871.69	ENGINEERING COST TO DATE: $2,654.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.4%
ESTIMATED PERCENT OVERRUN [redacted]: 12.4	PERCENT OF AUTHORIZATION: 145 %	DATE PROJECT WAS COMPLETED: August 14, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	None	None	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	37.7				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	37.7				
TOTAL ESTIMATED hours [redacted] (CONTRACT)	1,160				
TOTAL hours CORRECTED TO DATE	1,208				
ESTIMATED hours MOVED OR PLACED TO DATE	1,208				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear - warm			
TUESDAY	Ptly cloudy mild			
WEDNESDAY	Ptly cloudy Cooler			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

Routing

Morse — Pease
Decker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
AUG 23 1965
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity on project Two men in office preparing semi-final data
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	" " " Semi-Final submitted to Division Office
SATURDAY	" " "

REMARKS

Project completed August 14, 1965

E. J. Dunn

SIGNED E. J. Dunn LOCATION Lakeview

cc: DPR

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**Z16

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AUG 12 1965
FOR FILING

ER-153(1)

6620

August 11, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6620, the Summer Lake-Valley Falls intermittent grading project on the Fremont Highway in Lake County is anticipated. This is an ER project under contract to Dad Stump of Klamath Falls. The original project authorization was $25,748.10. The present anticipated cost is $31,302.13, indicating an overrun of $5,554.03 or 21.6 percent.

The major reason for this overrun is due to the addition of larger culvert pipes which are required to provide adequate capacity.

This request for an additional authorization will be presented to you at the August 25 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
James F. Putnam

DES:bjm FBK:arb fn

FORM E-20 50M 8-62 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Overrun of Project Authorization
Summer Lake-Valley Falls Section
Fremont Highway
Contract No. 6620

Attached is a Report on Expected Over-run of Project Authorization on subject contract. This project for intermittent grading is under contract to Bud Stump of Klamath Falls, Oregon. The original project authorization was $25,748.10. The present anticipated cost is $31,302.13, indicating an overrun of $5,554.03, or 21.6%.

The major reason for this overrun is due to the addition of culvert pipe after the contract was awarded. The existing drainage structures on this section were not adequate to handle the run-off which occurred during the winter floods. However, this fact was overlooked when the project plans were prepared -- primarily because extensive damage to the roadway and the culverts had not occurred. Another item which contributed to the overrun is reflected in the bid item for laborers. This item increased due to the necessity of more flagging than was originally anticipated.

It is recommended that the project authorization be increased by $5,554.03, from $25,748.10 to $31,302.13.

A rough draft of a letter to the Highway Commission is attached.

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young

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AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 1965
ER-153(1)

Form No. [illegible] 1965

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name SUCKER LAKE - VALLEY FALLS SECTION Date July 20, 1965

Highway Fremont Intermittent Contract No. 6620

County Lake Kind of Work Grading Contractor Red Stump

Contract Amount $ 22,807.20

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
3. Tractor w/dozer, 155 H.P.	-44½	$27.60/hr.	-$1,228.20
4. Gradall, 3 ton	+50	27.50/hr	+1,375.00
6. Trucks, dump, 5 cu.yd.	-160	9.00/hr	-1,440.00
7. Trucks, dump, 10 cu.yd.	-16	15.50/hr	-248.00
8. Laborers	+400	9.15/hr	+3,660.00

Minor items, unitemized algebraic total 0.00

Subtotal ..... $ 2,118.80

Approved work orders (Price, extra work and state force orders) P. A. No. 1 ..... $ 4,465.15

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	

Minor items, unitemized algebraic total .....

Subtotal ..... $ 0.00

Authorization for engineering ..... $ 1,830.98

Expected over-run or under-run of engineering authorization ..... $ 0.00

Costs not included above (explain) ..... $ 0.00

Allowance for future contingencies (3 % of work remaining) ..... $ 0.00

Credits to come from transfers and deductions ..... $ 0.00

Present estimate of project cost ..... $ 31,302.13

Brief Statement of principal causes of over-run: Price Agreement No. 1 was established to authorize payment for extra C.S.P. to be furnished onto project. C.S.P. to be used for providing adequate drainage. Bid Items Nos. 4 & 8 will be overrun in performing the extra work in installing this C.S.P.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 25,748.10	
Present estimate of project cost	$ 31,302.13	
Expected over-run (Amount)	$ 5,554.03	
Expected over-run (per cent)	21.6	

Submitted by: E. J. Owen by authority of [illegible], Resident Engineer

Confirmed by: [signature], Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 6-[illegible]

Form CB-121
(11-63)
(Prescribed by A.O. 206-101)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

ER-153(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 17, 1965

In reply refer to: 08-35.2-EC

6621

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-153(1)
Summer Lake-Valley Falls Section
Grading

As requested in Mr. Young's letter of June 14, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 10, 1965 in the award of contract No. 6620 to Bud Stump, of Klamath Falls, Oregon, low bidder in the amount of $22,887.20 at the June 8, 1965 bid opening.

Orig Yours
w/ copies Quing
Morgan
Madison
6-21-65

RECEIVED
JUN 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1965
FOR FILING
ER-153(1)
6620

June 10, 1965

Bud Stump
5110 S. Etna
Klamath Falls, Oregon

Dear Mr. Stump:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6620 for the following project:

Intermittent grading on the Summer Lake-Valley Falls Section of the Fremont Highway northwesterly of Lakeview in Lake County.

This award was based on your bid of $22,887.20 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVED
JUN 10 1965

SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1965

To: Mr. J. F. Putnam
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

SUBJECT: Summer Lake-Valley Falls
Fremont Highway E.R. Project
Warner Summit-Greaser Res.
Warner Highway E. R. Project

Reference is made to your letter of June 7, 1965 concerning the need for additional culverts on the subject sections.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who has indicated that the addition of these necessary culverts can be considered to be a participating item with ER funds.

Price Agreements covering the cost of furnishing the culverts should include statements or information justifying their use; a brief description why these pipes were not included and why they are necessary.

F. D. Morgan
Construction Engineer

DRS:bjm

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
JUN 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAY-27 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 24, 1965

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-88

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-153(1)
Summer Lake-Valley Falls Section
Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Litchfield's and Mr. Noehring's May 13 and 21, 1965 reports.

It is understood that the installation of the 60" culvert at Bess Creek will be performed at unit bid prices for equipment and labor, and will not be considered as extra work in connection with this project.

Mr. Young's May 20, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

orig. to you w/attach.
5-26-65

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Maint
Drainage
Spec

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 26, 1965, requesting our comments on Emergency Restoration projects.

No wildlife problems are anticipated with the following projects:

Shitike Creek Bridge, Warm Springs Highway.
Warner Summit-Greaser Reservoir, Warner Highway.
Summer Lake-Valley Falls, Fremont Highway.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway.
Foster-Ram Creek, Santiam Highway.
Marks Creek Bridge, Ochoco Highway.

Regarding the two other projects; Digger Creek-North Fork Alsea River, Alsea Highway, and Mapleton-Triangle Lake, Siuslaw Highway, we have the following comments:

Stream channel widths should be maintained to prevent excessive velocities. Siltation should be kept at a minimum and the work should be completed by September. The possibility of continued silting from bare fills through the winter months, such as occurred on the North Fork Alsea last winter, should be kept under control.

Your consideration of these comments will be appreciated.

Copies to:
F. B. Klaboe
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. O. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

Draint
Drainage
Spec

April 2, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to your letter dated March 26, 1965 regarding several Emergency Restoration projects contemplated for contract soon.

Listed below are the project titles along with our comments for protection of the fishery resource.

Marks Creek Bridge, Ochoco Highway, Crook County.
Summer Lake-Valley Falls, Fremont Highway, Lake County.
Warner Summit-Greaser Reservoir, Warner Highway, Lake County.

These projects are above the reach of anadromous fish, hence we anticipate no conflicts.

Foster-Ram Creek, Santiam Highway, Linn County.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway, Douglas County.
Shitike Creek Bridge, Warm Springs Highway, Jefferson County.

The transmittal letter and title sheets submitted to us indicate the work will involve re-sorting base and surface courses on existing roadways. Your Bridge Department indicates the replacement bridge over Shitike Creek will be a single span structure not requiring footings in the stream. We anticipate no fish passage problem under these conditions.

Digger Creek-North Fork Alsea River, Alsea Highway, Benton County.
Mapleton-Triangle Lake, Siuslaw Highway, Lane County.

The following items should be considered in planning the slope protection work for these projects.

Maintain stream width to prevent increased stream velocities.

Guard against depositing excessive silt loads into stream beds.

Schedule work for summer months so as to be completed before September.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Mr. R. Koski, Oregon State Game Commission

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

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APR 3 1965
STATE ... ENGINEER

ER-154(1)	Warner Summit-Greaser Reservoir Sec., Warner Hwy. (Grad.)	1965
#6621		

STATE COPY

Monthly transaction number: 1-69	PR-2A (Rev. 8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 7 6621	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-29-65	County: Lake and Harney
		Project number: ER-154(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 129,374.

Revised Federal funds $ 82,087.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B B Kaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

~~XXX~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-154(1)

FREMONT HWY. JCT.-NEVADA STATE LINE SECTION OF

THE WARNER HIGHWAY IN LAKE AND HARNEY COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated temporary and permanent repairs by State forces, and negotiated equipment rental.)

Salem, Oregon, December 7, 1965

Type Code 3210
Warner Summit-Gresser Res. (MP 6.00 to MP 35.00)(Contract No. 6621)

Moving Costs	All Req.		$ 2,500.00
Blade Grader	54 hours	$17.50	945.00
Tractor and Dozer	410 hours	33.30	13,653.00
Front End Loader	86 hours	24.92	2,143.12
Dump Truck	527 hours	18.00	9,486.00
Track-Mounted Drill	103 hours	18.55	1,855.00
Air Compressor	100 hours	12.00	1,200.00
Laborer	900 hours	6.10	5,490.00
Explosives	8,000 lbs.	0.35	2,800.00
			$40,072.12
Price Agreement No. 1 18" & 24" C.M.P.	All Req.		$ 2,148.86
State-furnished Aggregate (to be placed by State forces)	875 c.y.	2.77	2,423.75
			$ 4,572.61
	Subtotal		$44,644.73
	Engr. & Cont.		4,355.27
	Total		$49,000.00

Type Code 3210
Flood Repair Temporary and Permanent (MP 6.00 - MP 35.00)

Negotiated Equipment, Labor and Materials	All Req.	$39,704.25
State Force Equipment, Labor and Materials	All Req.	22,363.68
	Subtotal	$62,067.93
State Force Order for Permanent Flood Repair	All Req.	11,000.00
	Subtotal	$73,067.93
	Engr. & Cont.	7,306.07
	Total	$80,374.00

Length of Roadway - - - - - - - - - - - - - - - - 29.0 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Warner Summit-Greaser Reservoir	$ 49,000.00	$31,090.00	$17,910.00
Temporary and Permanent Repair	80,374.00	50,997.00	29,377.00
	$129,374.00	$82,087.00	$47,287.00

State Funds for Constr.: Chap., Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

Prefixes:

119-4461
119-4561
119-4761
119-1041

State force equipment, labor and materials does not agree with the Phase I Report due to unforeseen costs. We used charges from the cost books which is the most accurate information we have at this time. D.M.S. office charges are not included in this estimate

Oregon State Highway Department

Federal-Aid
Project No. ER-154(1)

FREMONT HWY. JCT.-NEVADA STATE LINE SECTION OF

THE WARNER HIGHWAY IN LAKE AND HARNEY COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 25, 1965

Type Code 3210
Warner Summit-Greaser Res. (MP 6.00 to MP 35.00)

Moving Costs	All Required		$ 8,000.00
Blade Grader	54 hours	$20.00	1,080.00
Tractor and Dozer	410 hours	25.00	10,250.00
Front End Loader	86 hours	18.50	1,591.00
Dump Truck	220 hours	16.50	3,630.00
Track-Mounted Drill	100 hours	17.50	1,750.00
Air Compressor	100 hours	10.00	1,000.00
Laborer	390 hours	5.50	2,145.00
Explosives	8,000 lbs.	.75	6,000.00
			$35,446.00
State-Furnished Aggregate (to be placed by State Forces)	875 cu.yds.	2.77	2,423.75
	Subtotal		$37,869.75
	10% Engr. & Cont.		3,786.25
	Total		$41,656.00

Length of Project - - - - - - - - - - - - - - - 29.0 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$41,656.00	$2,080.00*	$39,576.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$69,344.00	$3,520.00*	$65,824.00

*Note: This is a token-financed project and does not constitute a firm committment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-154(1)

FREMONT HWY. JCT.-NEVADA STATE LINE SECTION OF
THE WARNER HIGHWAY IN LAKE AND HARNEY COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 25, 1965

Type Code 3210
Warner Summit-Greaser Res. (MP 6.00 to MP 35.00)

Moving Costs	All Required		$ 8,000.00
Blade Grader	54 hours	$20.00	1,080.00
Tractor and Dozer	410 hours	25.00	10,250.00
Front End Loader	86 hours	18.50	1,591.00
Dump Truck	220 hours	16.50	3,630.00
Track-Mounted Drill	100 hours	17.50	1,750.00
Air Compressor	100 hours	10.00	1,000.00
Laborer	390 hours	5.50	2,145.00
Explosives	8,000 lbs.	.75	6,000.00
			$35,446.00
State-Furnished Aggregate (to be placed by State Forces)	875 cu.yds.	2.77	2,423.75
	Subtotal		$37,869.75
	10% Engr. & Cont.		3,786.25
	Total		$41,656.00

Length of Project - - - - - - - - - - - - - - - 29.0 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$41,656.00	$2,080.00*	$39,576.00

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Temporary and permanent work not covered by this contract.	$69,344.00	$3,520.00*	$65,824.00

*Note: This is a token-financed project and does not constitute a firm committment. These amounts will be revised to full pro rata when and if Federal Funds become available.

Oregon State Highway Department

Federal-Aid
Project No. ER-154(1)

FREMONT HWY. JCT.-NEVADA STATE LINE SECTION OF THE

WARNER HIGHWAY IN LAKE AND HARNEY COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 19, 1965

Type Code 3210
Warner Summit-Greaser Res. (MP 6.00 to MP 35.00)

Moving Costs	All Required		$ 8,000.00
Blade Grader	54 hour	$20.00	1,080.00
Tractor and Dozer	410 hour	25.00	10,250.00
Front End Loader	86 hour	18.50	1,591.00
Dump Truck	220 hour	16.50	3,630.00
Track-Mounted Drill	100 hour	17.50	1,750.00
Air Compressor	100 hour	10.00	1,000.00
Laborer	390 hour	5.50	2,145.00
Explosives	8,000 lb.	0.75	6,000.00
			$35,446.00
State-furnished Aggregate (to be placed by the contractor, see justification letter)	875 cu.yd.	2.77	$ 2,423.75
	Subtotal		$37,869.75
	10% Engr. & Cont.		3,786.25
	Total		$41,656.00

Length of Project - - - 29.0 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$41,656.00	$2,080.00*	$39,576.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract	$69,344.00	$3,520.00*	$65,824.00

*NOTE: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal Funds become available.

RECEIVED
NOV 1 8 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
6621

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-20-65

STATE: Oregon

COUNTY: Lake and Harney

PROJECT NO.: SR-154(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Hwy. Jct.-Nevada State Line Section, Warner Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-24-65	29.0
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,344.	$ 31,308.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BK A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 20 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-154(1)

FREMONT HWY. JCT.-NEVADA STATE LINE SECTION OF THE

WARNER HIGHWAY IN LAKE AND HARNEY COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and permanent repairs by State forces.)

Salem, Oregon, October 7, 1965

Type Code 3210
Warner Summit-Greaser Res. (MP 6.00 to MP 35.00)(6621)

Moving Costs	All Required		$ 2,500.00
Blade Grader	54 hour	$17.50	945.00
Tractor and Dozer	410 hour	33.30	13,653.00
Front End Loader	86 hour	24.92	2,143.12
Dump Truck	220 hour	18.00	3,960.00
Track-Mounted Drill	100 hour	18.55	1,855.00
Air Compressor	100 hour	12.00	1,200.00
Laborer	390 hour	6.10	2,379.00
Explosives	8,000 lb.	0.35	2,800.00
			$31,435.12
State-Furnished Aggregate (To be Placed by State Forces)	875 cu.yd.	2.77	$ 2,423.75
	Subtotal		$33,858.87
	Engr. & Cont.		3,385.13
	Total		$37,244.00

Length of Project - - - 29.0 Miles (Intermittent)

Approved State Force Orders

Permanent Flood Repair		$11,000.00
	Engr. & Cont.	1,100.00
		$12,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Warner Summit-Greaser Reservoir	$37,244.00	$23,631.00	$13,613.00
Approved State Force Orders	12,100.00	7,677.00	4,423.00
	$49,344.00	$31,308.00	$18,036.00
Retained in Authorized Fund Status			
Temporary and Permanent Repair	$68,279.00	$43,331.00	$24,948.00
	$117,623.00	$74,639.00	$42,984.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 119-1041
119-4761

RECEIVED
DEC 23 1965

ER 154(1)

Form CO-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

KLAMATH

6-621

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

DATE: December 21, 1965

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M E Martin
District Engineer

SUBJECT: Oregon Project ER-154(1)
Fremont Highway - Nevada State Line Section
Warner Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 7, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 29.0 (intermittent) miles of roadway at a total estimated negotiated contract amount of $43,675.00 and State force account work amount of $24,600.00. Estimated emergency fund participation is to be at the regular pro rata share, or $43,320.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on June 21, 1965. We concurred in the contract award for Warner Summit - Greaser Reservoir Section on June 10, 1965

Enclosures

REFERRED TO Jones w/encls
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

FREMONT HWY. JCT.-[illegible]

THE WARNER HIGHWAY TO LAKE [illegible]

(Estimate as a basis for project agreement. Based on low bid prices, estimated temporary and permanent repairs by State forces, and negotiated equipment rental.)

Salem, Oregon, December 7, 1965

Type Code 3210
Warner Summit-Greaser Res. (MP 6.00 to MP 35.00)(Contract No. 6621)

Moving Costs	All Req.		$ 2,500.00
Blade Grader	54 hours	$17.50	945.00
Tractor and Dozer	410 hours	33.30	13,653.00
Front End Loader	86 hours	24.92	2,[illegible]
Dump Truck	527 hours	18.00	9,[illegible]
Track-Mounted Drill	100 hours	18.55	1,855.00
Air Compressor	100 hours	12.00	1,200.00
Laborer	900 hours	6.10	5,490.00
Explosives	8,000 lbs.	0.35	2,800.00
			$40,072.12
Price Agreement No. 1 18" & 24" C.M.P.	All Req.		$ 2,148.86
State-furnished Aggregate (to be placed by State forces)	875 c.y.	2.77	2,423.75
			$ 4,572.61
	Subtotal		$44,644.73
	Engr. & Cont.		4,355.27
	Total		$49,000.00

Type Code 3210
Flood Repair Temporary and Permanent (MP 6.00 - MP 35.00)

Negotiated Equipment, Labor and Materials	All Req.		$39,704.25
State Force Equipment, Labor and Materials	All Req.		22,363.68
	Subtotal		$62,067.93
State Force Order for Permanent Flood Repair	All Req.		11,000.00
	Subtotal		$73,067.93
	Engr. & Cont.		7,306.07
	Total		$80,374.00

Length of Roadway - - - - - - - - - - - - - - - - 29.0 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Warner Summit-Greaser Reservoir	$ 49,000.00	$31,090.00	$17,910.00
Temporary and Permanent Repair	80,374.00	50,997.00	29,377.00
	$129,374.00	$82,087.00	$47,287.00

State Funds for Constr.: Chap., Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:

119-4461
119-4561
119-4761
119-1041

State force equipment, labor and materials does not agree with the Phase I Report due to unforeseen costs. We used charges from the cost books which is the most accurate information we have at this time. D.M.S. office charges are not included in this estimate

(MEMORANDUM) Voucher No. 2-Progress

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6) 11-30-65

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
ER 154(1) S.P.O. No. 1

PROGRAM APPROVED
May 25, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM May 25, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$30,034.48	$23,631.00	$6,403.48	
		63.45	$30,034.48	$23,631.00	$6,403.48	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction Comptroller		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. E. Maison
Controller

USCOMM DC 40078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total participating costs:				$10,092.17	
	Prefix 119-4761-D				63.45	
	Pro-rata Percent					
	Sub-total Pro-rata from U.S.				$ 6,403.48	
	Contract Billing:				23,631.00	
	Prefix 119-1041					
	Total Pro-rata from U.S.				$30,034.48	

AMOUNT CARRIED FORWARD - - -

FORM PR-20A

USCOMM DC 40073 P61

DEC 2 - 1965

FOR FILE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-154(1)

TO 661 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 26, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Acting Division Engineer

SUBJECT: Oregon Project ER-154(1)
Warner Summit-Greaser Reservoir Section

Mr. Young's letter of August 24, 1965 furnished copies of subject State Force Order covering shoulder repair and riprap placement on the subject ER project. This letter ratifies in writing our August 19, 1965 tentative oral advance approval of the proposed work under State Force Order No. 2.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter. The total estimated amount of the order including this supplement is $3,002.11 with Federal participation of $1,846.26.

Due to right-of-way encroachments under Irrigation Easements, it was not possible to perform this work within the time limits of the contract work on this project.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO Young w/enc.
Asst. State Hwy. Engr.
12-2-65

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement to include funds as required.
Date Nov 5 1965 ME Martin
GE 1-P Div Engr
U.S. Bureau of Public Roads

Form A-105—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2-Suppl.

Project Name Warner Summit-Greaser Reservoir Date November 6, 1965

Highway Warner Contract No. 6621 F. A. Project No. ER-154(1)

County Lake Prefix 119-1041 Account No. 227-02

Description of Work To Be Done:

Place 1,500 cubic yards of riprap at shoulder washout.

Location by Station Numbers:

Mile Point 23.00 Right to Mile Point 23.10 Right

Estimate of Quantities and Costs:

Original SFO No. 2	$2,546.54
Supplement SFO No. 2	455.57
	$3,002.11

Explanation: This supplement SFO is being submitted to cover the final cost of placing riprap between the listed mile points.

Work on this order was completed was completed October 29, 1965.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$51,224.55
Present estimate of project cost, including $455.57 for work under this order	$48,691.60
Expected under-run (amount)	$ 2,532.95
Expected under-run (per cent)	4.9

Space to right of this line is for use of Salem Office

Submitted by: E.J. Dunn /s/ E. J. Dunn — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or [redacted]

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer [redacted] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

EK-154(1)

6621

for Complete Rpt
Sec 4653

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Reference is made to our memorandum of October 7, 1965 transmitting a copy of the subject report to your office.

In our memorandum we overlooked advising you that on Project ERFO-101(2) the daily records revealed that work was performed prior to Public Roads approval on Price Agreements No. 1, 3 and 5 as follows:

P.A. 1 - ½ ton pickup	Approved 4/1/65 - Work performed 3/29 to 3/31	24 hrs.
P.A. 3 - Wind machine	Approved 4/15/65- Work performed 3/31 to 4/14	132 hrs.
P.A. 5 - Air compressor	Approved 4/14/65- Work performed 4/7 to 4/13	38 hrs.

Summary:

P.A. 1 - 24 hours @ $1.50	= $ 36.00
P.A. 3 -132 hours @ 1.00	= 132.00
P.A. 5 - 38 hours @ 5.30	= 201.40
Total Amount	$369.40

This amount should be transferred to non-participating.

Please advise when this has been done and we would also appreciate your comments on the recommendations contained in the inspection-in-depth report.

Orig to Mason
Copy to Young
10-13-65

Routing
Morgan
Decker
Bond
Barbee
Walker
Crumm
Swan

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 19
CONSTRUCTION
Division

Morgan - please R/O comments
P.A.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10-20-65

Form CD-121
(11-63)
(Prea. by
A.O. 206-30)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Equipment Rental Procedures
Emergency Relief Projects

Attached herewith is a copy of the subject report.

Please note the recommendations on page 4 and take action if you deem appropriate.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

-65-512-

FORM PR-33D (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
5	Salem	See below.

DATE OF INSPECTION	PHASE(S) INSPECTED
July 24, (24,25,27,28,29)	Final Plans Contract Requirements

INSPECTION MADE BY	IN COMPANY WITH
W. W. Nichols, et al	Lee Bolton

REPORT PREPARED BY
W. W. Nichols, Assistant Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Minor items repair.

CONTRACTOR (Name and address)	CONTRACT AMOUNT
See below.	$ See below.
	PROJECT STATUS (Percent complete) See below.

LOCATION
See below.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

INSPECTION-IN-DEPTH - FINAL PLANS CONTRACT REQUIREMENTS
Salem Area

Inspection time - 20 hours
Travel time - 24 hours
Write-up - 6 hours

Purpose of Inspection - The inspection was made to check the State's equipment rental procedures on Emergency Relief Projects.

Projects Inspected - This inspection covered projects in every Division of the State Highway Department except Division 5. There were no equipment projects in progress in that division. The following projects were inspected:

Project No.	Project Name	Contract I.D.	Contract Amt.	Contractor
ERD 101(2)	Columbia-Polk Co. Tunnel Sec., Willamette Hwy.	0555	$1,444,101.00	Rogers Constr. Co., Portland, Ore.
ERD 103(1)	Santiam Cr.-North Santiam Riv. Sec., Santiam Hwy.	0557	1,454,111.00	White Bros. Constr. Co. & Ore-Ida Const. Inc., Walla Walla, Wash.
ER 100(1)	Fulton Canyon Sec., Fulton Canyon-Reedsport	0572	150,710.00	Rogers Constr.Co., Portland, Ore.

(more)

USCOMM-DC 5221-P64

Emigrant Unprotected (cont.)

Project No.	Project Name	Contract Date	Contract Amt.	Contractor
ER-111(1), ERTO 111(2) & ER 157(1)	Umatilla Co.-John Day Hwy Jct. Sec., Ochoco Hwy. and Prineville-Crooked Riv. Sec., Burns Hwy.	6514	$ 70,423.10	Roy Norquist Sweet Home, Ore.
ER-121(1)	Smith Bridge-Willow Cr. Sec. of Ukiah-Dechutes Hwy.	6705	575,307.00	C. E. O'Neil Creswell, Ore.
ER-153(1)	Summer Lake-Valley Falls Sec., Fremont Hwy.	6610	81,057.20	Bud Stump
ER-154(1)	Warner Summit-Crooker Roosevelt Sec., Warner Hwy.	6611	91,405.00	Washington County Co., Hillsboro, Ore.
ER-165(1)	Plunkett Mountain Sec. Corvallis-Lompoc Hwy.	6719	285,000.75	C. E. O'Neil Creswell, Ore.
ERTO-163(2)	Pollalla Cr.-Yellow-jacket Cr. Sec., Mt. Hood Loop Hwy.	6527	400,081.90	Rogers Constr. Co. Portland, Ore.

The project status for the various projects was as follows:

Project No.	Percent time charged	Percent Complete
ERTO-151(2)	60	40
ERTO-159(1)	65	50
ER-106(1)	120	99+
ER-111(1)-ERTO-111(2) & ER-157(1)	85	87
ER-121(1)	98	10
ER-153(1)	95	95
ER-154(1)	95	93
ER-165(1)	90	92
ERTO-163(2)	25	5

Inspection Party

R. A. Nichols acted as the team leader and was present on the inspection of all the projects. The other personnel on the inspection parties were as follows:

ERTO-161(2) - Clyde Dike, Madison, ERR
Arlie Anderson, Assistant Engineer, FHWA

(more)

Kwajalein Island (cont.)

ER20-103(1) - Clyde Pike, Auditor, DPA
J. L. Lewis, Area Engineer, DPA
Ed J. Hill, Resident Engineer, OSAD

ER-100(1) - Clyde Pike, Auditor, DPA
Richard C. Hankins, Resident Engineer, OSAD

ER-111(1), ER20-111(2), ER-157(1) -
Clyde Pike, Auditor, DPA
J. L. Lewis, Area Engineer, DPA
Robert H. Clark, Resident Engineer, OSAD

ER-121(1) - Cecil Bassett, Auditor, DPA
M. E. Hardin, Electrical Engineer, DPA
Paul Riedl, Area Engineer, DPA
John R. Ingebrun, Jr., Assistant Engineer, OSAD

ER-153(1) - Clyde Pike, Auditor, DPA
C. P. Christianson, Asst. Area Engineer, DPA
Jim Perkins, Division Engineer, OSAD
E. J. Dahl, Resident Engineer, OSAD

ER-154(1) - Same as ER-153(1).

ER-160(1) - Cecil Bassett, Auditor, DPA
M. E. Hardin, Electrical Engineer, DPA
Glenn Hosmer, Area Engineer, DPA
Ray Asbury, Division Engineer, OSAD
W. E. Dutra, Resident Engineer, OSAD

ER20-100(2) - Clyde Pike, Auditor, DPA
Willis Craig, Area Engineer, DPA
W. N. Bryant, Asst. Area Engineer, DPA
Richard C. Hankins, Resident Engineer, OSAD

SUMMARY

(1) The General Daily Progress Reports were quite complete except that specific pieces of equipment used during the day were not listed in detail.

(2) The pay quantities were kept current on suitable forms. These forms were signed daily by authorized representatives of both the contractor and Navy, indicating agreement as to the quantities shown. This practice should be commended in that it should eliminate substantially all possibilities of pay disputes.

(more)

Summary (Cont.)

(3) The documentation of the equipment on the project met specification requirements with few exceptions. However, it must be noted that all the equipment observed by the writer equalled or exceeded specification requirements.

Recommendations

(1) The equipment used should be completely itemized on some type of permanent record. In order to facilitate this it is suggested that it be specified that the contractor is required to give a list of his equipment on the project. The list should include the number or other suitable identification and the rating of the equipment.

(2) The dates when a piece of equipment is brought to and removed from the project should be noted on a permanent record. Perhaps it could be noted on the above suggested list.

Project Documentation

According to all the resident engineers there was no directive issued from the Central Office as to the method or type of records which should be kept. Consequently each resident devised his own method of keeping records on equipment, with the advice of the District's Division office in some cases.

Basic Documents

The initial record on all the projects except 41-1(6)(2) was the form "General Daily Inspector Report" (Exhibit B). This report is completed by the field inspector. In general, the reports contained information as to the number of each type of equipment and laborers, the contractor's hours and a narrative. In addition to the work in progress the narrative usually contains a detailed description of the equipment used, and pertinent notations such as equipment breakdown time, etc. As mentioned above, this form was not used on Project 41-1(2), however the same data is kept in the inspector's diary.

It is the writer's opinion that the field inspectors have done an excellent job in maintaining a complete record of the activities on this form and in their diaries. Only in one instance was it noted that equipment had been paid for without mention of the equipment or the type of operations in which the equipment would be used in the progress report. There is one area in which it appears there could be improvement made in documentation. That is where several pieces of the same type of equipment, such as dump trucks or tractors, are used, the inspectors often just note "10 tractor and 4 dump trucks working - - - ". Since this report is a basic record it could eliminate future disputes if each piece of equipment were positively identified by contractor's number or other suitable form of identification.

(more)

The resident engineer on project M-[illegible](1), Mr. Daly, had the impression that this information in detail was not required on diaries or reports. The inspector on M-[illegible](2) obtained this information but it was kept on pieces of paper and was not made a part of the permanent records. Mr. Wheeler issued instructions stating the impression that the information was to be maintained kept in the inspector's diary.

In addition to the General Daily Inspection Reports the inspector on M-[illegible](1) kept a diary, and the inspectors on M-[illegible](2) and 104(2) kept the daily detailed data on form C 101-[illegible], "Daily Progress Report" (Example 2).

Two other types of information which, if properly documented, might eliminate future disputes were not found in complete detail. One is in case a particular piece of equipment is driven to and from the project. The other is a individual daily inventory of the equipment. Both types of information could be kept on one form. It was possible to determine what some of the equipment was hired to run from the project from information in the diaries, etc.; however, it appeared that the information was far from complete on most of the projects. The Resident on M-101(2) had requested and received an equipment list from his contractor. It was not certain but it did give all the desired information on each piece of equipment.

In an attempt to eliminate future disputes about pay quantities, all the Residents used a daily form type sheet with hourly basis pay items summarized. Form C-100(7-63), Daily Record of Force Account Work (Example 3) was used on all projects except two. The other two projects had a large number of pay items so the Residents devised their own forms. Examples 4 and 5 were used on projects RAMO-101(1) and NR-121(2), respectively.

In all cases the record for each day was signed not later than the following day by the authorized representative of the State and contractor. The signatures indicated complete agreement on the recorded information. The amount paid to the contractor is based on the information shown in this report.

Summary of Items

The items are summarized on the daily record sheets for projects RAMO-101(2) and NR-121(2) as can be seen in examples 4 and 5. A tabulation showing the number of worker-hours on projects RAMO-101(1), NR-111(1), etc. and NR-101(1). Some minor discrepancies in these totals were found. However, the calculations had not been checked and normally errors are found and corrected at that time.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

GENERAL DAILY PROGRESS REPORT

DATE Thursday 7-7-45

SECTION SMITH R. - YELLOW C.R.

HIGHWAY ELKTON - SUTHERLIN

CONTRACTOR C.R. O'NEIL

WEATHER CLEAR

CONTRACT NUMBER	F. A. NUMBER	PREFIX
6585	ER-121(1)	110-1001

EQUIPMENT

BULLDOZERS 1	SHOVEL 1	TRACTOR AND SCRAPER 3	
ROLLER	CRUSHER	TRUCKS 1 WATER	
COMPRESSOR 2	PAVER	MIXER	
DISTRIBUTOR		WATER WAGON 1	
JACKHAMMER 2		DOUBLE END DUMP 3	
WAGON DRILL 1			

LABOR

OPERATORS 17 LABOR 8 FOREMAN 1 SUPERVISION 1 SUPT.

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START			7:00 AM						7:00 A.M.	
SHIFT END			4:30 PM						4:30 P.M.	
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. ...)

D9 dozer loading three 631 scrapers at sta. 512-521 left, and hauling to Sta. 540 left. CL dozer helping in fill with ripper. One D8(#17) dozer placing material on the fill. One foreman at Sta. 520. Blade is pulling slope. Maintaining haul roads.

80D shovel loading 3 Euclid end dumps at sta. 547 left, and also hauling to sta. 540 left. One D8(#32) dozer working on rock slide at Sta. 570 & washout at sta. 515 right.

Two jackhammers working at sta. 560 and one wagon drill at Sta. 570.

Three laborers stockpiling salvaged guard rail posts.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Willard P. Lehman
INSPECTOR

Example N° 2

Form E-290—1036
State Printing

OREGON STATE HIGHWAY DEPARTMENT
Daily Progress Report
SURFACING AND OTHER ROCK CRUSHING JOBS

Section ..... Report No. .....

Highway ..... Date .....

County ..... Job Prefix ..... Contract No. .....

Contractor ..... Quarry or .....

Kind and Grade of Material	Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

..... Inspector

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's File

3352

OPR E 129 (7-63)

DEPT NAME

CONTRACT NUMBER | ORDER NO. | Sheet ___ of ___

FORCE ACCOUNT NUMBER | DATE | SHIFT

SUB-CONTRACTOR | PREFIX

CONTRACTOR

LABOR, MATERIALS & EQUIPMENT

LABOR CLASS OR TYPE	SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR USE	RATE	HOURS	WORK

REMARKS:

Inspector's Representative: _____ Inspector

OREGON STATE HIGHWAY DEPARTMENT — EQUIPMENT RENTAL R[illegible]

SECTION Oakridge - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY Willamette — FILES 20 - 1014

CONTRACTOR Rogers Construction, Inc. — DATE

NO.	BID ITEM	HOURS USED AS OF LAST REPORT	HOURS USED THIS REPORT	HOURS THIS DATE	TOTAL HOURS
2.	Blade Grader				
3.	Tractor (135 H. P.), Dozer				
4.	Tractor (135 H. P.), Dozer and Winch				
5.	Tractor (75 H. P.), Dozer				
6.	Power Shovel, 2½ C. Y.				
7.	Power Shovel, 3/4 C. Y.				
8.	Crane, Truck Mounted, Dragline				
9.	Trucks, Dump, 6 C. Y.				
10.	Trucks, Dump, 10 C. Y.				
11.	Trucks, Dump, 20 C. Y.				
12.	Trucks, Flatbed, 1½ Ton				
13.	Trucks, Pickup, 3/4 Ton (Without Operator)				
14.	Trucks, Sprinkler, 4,500 Gal., with Pu[illegible]				
15.	Loader, Wheel Type, 3/8 C. Y.				
16.	Loader, Wheel Type, 1 C. Y.				
17.	Loader, 4 Wheel Drive, 4 C. Y.				
18.	Loader, Crawler, 2 C. Y.				
19.	Roller, Vibratory, with Power				
20.	Roller, Grid, with Power				
21.	Tamper, Gasoline Engine, Hand Operated				
22.	Pump, Portable, 3 - 4 inch				
23.	Saw, Portable Cutting, Maximum 36 inch Bar				
24.	Wagon Drills, 3½ inch Rubber Tired with Compressor				
25.	Explosives		lbs.		lbs.
26.	Foreman				
27.	Laborers				

Contractor's Rep. _____ Inspector _____

CONTRACT NO. 6553 - 10[illegible] REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT — DAILY REPORT — EQUIPMENT RENTAL PROJECT

PRICE AGREEMENT ITEMS

SECTION Coleman Valley - Salt Creek Tunnel — CONTRACT NO. 6553

HIGHWAY [illegible] — DEPTH 20 - 1014

CONTRACTOR Peters Construction, Inc. — DATE

PRICE AGREEMENT NO. & ITEM	NO. USED THIS DATE	TOTAL HOURS BROUGHT FORWARD	HOURS THIS DATE	TOTAL HOURS
P.A. #1 3/2 Ton Pickup				
P.A. #2 3,700 gal. Water Truck				
P.A. #3 Wind[illegible]chines				
P.A. #4 [illegible]ckhammers				
P.A. #5 210 Air Compressor				
P.A. #6 Overtime Sprinkling				
P.A. #7 2 1/2 yd. shovel/Backhoe				
P.A. #9 SS-1 Asphalt				
P.A. #10 Loader 4 Wheel Dr.				
P.A. #11 Tractor with Ripper				
P.A. #12 4 yd. Shovel				

Contractor's Rep. _____ Inspector _____

PROJECT NO. EEFD - 10[illegible] (2) — REPORT NO. _____

OREGON STATE HIGHWAY DEPARTMENT

PROJECT: ER-121(1) Smith Bridge-Yellow Jr. Sect.
HIGHWAY: Elkton-Sutherlin
CONTRACTOR: C. P. O'NEIL

PREFIX: 110-1007
CONTRACT: 6585

DAILY RECORD OF WORK PERFORMED
MONTH JULY YEAR 1965

DAY	5	6	7	8	9	10	WEEKLY TOTALS	TOTALS TO DATE
ITEM	Mon.	TUE.	WED.	THUR.	FRI.	SAT.		
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	17	21½	16	110½	609
Tractor with dozer, rake, winch	H	8½	7½	5	9	-	30	138½
Scraper	H	27	27	27	27	-	135	365½
Power shovel	H	8½	9	9	9	-	35½	163½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill		12½	5	3	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	10	3	7	-	20	371
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	36½	71	76	71	24	278½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	27½	27	27	27	-	106½	413½

MONTH JULY YEAR 1986

ITEM	5 MON.	6 TUE.	7 WED.	8 THUR.	9 FRI.	10 SAT.	WEEK TOT.	MO. TOT.
Moving costs								
Blade grader	H	9	9	9	9	-	36	134
Tractor with dozer	H	27	27	17	21½	16	110½	609
Tractor with dozer, rake, winch	H	9½	7½	5	9	-	30	138½
Scraper	H	27	27	27	27	-	105	365½
Power shovel	H	8½	9	9	9	-	35½	168½
Loader, front end								
Backhoe								
Grid roller with tractor								
Trucks, dump	H	-	2	9	9	-	20	56
Trucks, flatbed	H	9	9	9	9	-	36	81
Wagon drill		12½	5	5	2	-	22½	117½
Jackhammer	H	-	10	3	7	-	20	40
Air compressor, 105 cfm	H	-	12	3	7	-	20	57½
Air compressor, 600 cfm	H	12½	5	3	2	-	22½	117½
Chain saw		-	-	-	-	-	0	113
Laborers	H	39½	71	13	71	24	218½	1593
Powderman	H	9	9	9	9	-	36	123
EUCLID END DUMP	H	25½	27	27	27	-	106½	413½

Sheet No. 7

Sheet No. 7 of 7 Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]
Sheet No. [illegible] of [illegible] Sheets
Contract No. [illegible]

Emergency Relief Projects

[illegible]

[illegible] Appalachian Region [illegible]

Public roads, trails, bridges and [illegible]

Recreational facilities, [illegible]

EPRA-1(1), EPRA-1(2), EPRA-1(3), EPRA-1(4) Various Counties, Alabama

EPRA-1(5) Various Counties, Georgia

EPRA-1(6) Various Counties, Kentucky

EPRA-1(7) Various Counties, Mississippi

EPRA-1(8) Various Counties, North Carolina

EPRA-1(9) Various Counties, Tennessee

EPRA-1(10) Various Counties, Virginia

EPRA-1(11) Various Counties, West Virginia

EPRA-1(12) Various Counties, Pennsylvania

EPRA-1(13) Various Counties, New York

EPRA-1(14) Various Counties, Maryland

EPRA-1(15) Various Counties, Ohio

EPRA-1(16) Various Counties, Indiana

EPRA-1(17) Various Counties, Illinois

EPRA-1(18) Various Counties, Michigan

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EPRA-1(20) Various Counties, Minnesota

EPRA-1(21) Various Counties, Iowa

EPRA-1(22) Various Counties, Missouri

EPRA-1(23) Various Counties, Arkansas

EPRA-1(24) Various Counties, Louisiana

EPRA-1(25) Various Counties, Texas

EPRA-1(26) Various Counties, Oklahoma

EPRA-1(27) Various Counties, Kansas

EPRA-1(28) Various Counties, Nebraska

EPRA-1(29) Various Counties, South Dakota

EPRA-1(30) Various Counties, North Dakota

EPRA-1(31) Various Counties, Montana

EPRA-1(32) Various Counties, Wyoming

EPRA-1(33) Various Counties, Colorado

EPRA-1(34) Various Counties, New Mexico

EPRA-1(35) Various Counties, Arizona

EPRA-1(36) Various Counties, Utah

EPRA-1(37) Various Counties, Nevada

EPRA-1(38) Various Counties, Idaho

EPRA-1(39) Various Counties, Washington

EPRA-1(40) Various Counties, Oregon

EPRA-1(41) Various Counties, California

EP-1(1) Various Counties, Alabama

EP-1(2) Various Counties, Georgia

EP-1(3) Various Counties, Kentucky

EP-1(4) Various Counties, Mississippi

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EP-1(40) Various Counties, Hawaii

EP-1(41) Various Counties, Puerto Rico

EP-1(42) Various Counties, Virgin Islands

EP-1(43) Various Counties, Guam

EP-1(44) Various Counties, American Samoa

EP-1(45) Various Counties, Trust Territory of the Pacific Islands

EP-1(46) Various Counties, Commonwealth of the Northern Mariana Islands

EP-1(47) Various Counties, Federated States of Micronesia

EP-1(48) Various Counties, Republic of the Marshall Islands

EP-1(49) Various Counties, Republic of Palau

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FORM CS-100 (7-20-00)

Typical Soil Profile

The profile shall consist of the soil parameters to be used in the final results for the project.

The number of tests for a typical soil profile shall be determined on the basis of the variability of the soil and on the final results.

Adding to Soil Bearing Capacity

The procedure shall cover the soil parameters to be considered to provide the final results for the project.

The number of tests for the Physical properties of soil shall be recorded as multiplying factor with the results on the final evaluation.

RECEIVED
OCT 28 1965
FOR FILING

ER-154(1)

6621

October 28, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $200.00 will be made to Washington Construction Company on Contract No. 6621 for grading the Warner Summit-Greaser Reservoir Section of the Warner Highway in Lake County, as soon as the warrant is prepared.

The total amount paid on this contract will be $40,281.51, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc Washington Construction Co.
Route 1, Box 227
Sheridan, Oregon 97378

Victor S. Risley
Board of Trade Building
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
OCT 25 1965
FOR FILING

ER-154(1)

6611

September 28, 1965

Washington Construction Company
Route 1, Box 227
Sheridan, Oregon 97378

#4

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from August 1 to September 1, 1965, to complete Contract No. 6421 for grading the Warner Summit-Crescent Reservoir Section of the Warner Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to August 6, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. F. Putnam
E. J. Dunn
F. D. Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads

FORM E-128X 5014 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 4
September 28, 1965 meeting

Gentlemen:

The Washington Construction Company, contractor on the Warner Summit-Greaser Reservoir Section of the Warner Highway in Lake County, Contract 6621, requests that the completion date of the project be extended from August 1 to September 1, 1965. The contractor alleges that additional time was required because of extra drainage work and overruns in bid item quantities.

The contractor's allegations are correct and the extension of the completion date to August 6, 1965 (the date on which the work was actually completed) is justified. This will eliminate all liquidated damages.

The extension has the concurrence of the Bureau of Public Roads and we recommend that it have your approval at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

E. J. Kneeland

NOTED
FLOYD QUERY

EK

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date JULY 30, 19 65

Gentlemen:

We, the undersigned, respectfully request an EXTENSION ON THE COMPLETION DATE from 8/1/65 days to 9/1/65 days, within which to complete our Contract No. 6621, without the assessment of liquidated damages. The said contract is described as follows: Warner Summit-Greaser Reservoir Section Warner Highway, Lake County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

EXTENSION REQUESTED DUE TO CHANGES IN QUANTITY OF MATERIAL TO BE MOVED AND OTHER ADDITIONAL WORK INCLUDING DRAINAGE INSTALLATIONS AND BACKHOE WORK.

Respectfully submitted,

WASHINGTON CONSTRUCTION COMPANY
Contractor

By Glenn Propes, Secy

CONSENT OF SURETY

Date JULY 30, 19 65

We, GLENS FALLS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE COMPANY
BY: Harold R. Schick
Attorney-in-fact
HAROLD R. SCHICK (SEAL)

PIONEER INSURANCE AGENCY
BY: W. M. Eckert
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6621 Contractor Washington Construction Company

Highway Warner

Section Warner Summit - Greaser Reservoir

Kind of Work Intermittent Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: The addition of culvert pipe not included in contract and increased quantities for equipment rental items.

Recommended for Approval:

J. W. Ruetman
Division Engineer

Peter A. Bres
for Construction Engineer or Bridge Engineer

H B Klaboe
~~Assistant~~ State Highway Engineer

State Printing 27000

Contract No. 6621

Project designation Federal ER-154(1)
State-Federal

Date awarded June 10, 1965

Work started July 1, 1965

Per cent completed 95% August 4, 1965
Date
Completion date

No. of Workdays Allowed August 1, 1965

No. of Workdays Used
Req. Ext. To August 6, 1965

~~No. of Added Workdays Requested~~

Form CD-121
(11-63)
(Fres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon ER-154(1)
Warner Summit-Greaser Reservoir Section
Warner Highway
Request for time extension

Based on the reasons set forth in Mr. Klaboe's letter of August 17, 1965, referring to the subject request for extension of time, we hereby concur in your recommendation to extend the specified completion date from August 1, 1965, to August 6, 1965.

This extension is in accordance with Articles 8-7 and 8-8 of your Standard Specifications.

REFERRED TO

By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 80M 3-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Warner Summit-Greaser Reservoir Section
Warner Highway
Contract No. 6621

Attached is a request from Washington Construction Company for an extension of the completion date on the subject contract from August 1, 1965 to September 1, 1965 without the assessment of liquidated damages. The contractor's request is based on an overrun of contract items and the performance of extra work.

All of the extension requested by the contractor is not required as the project was completed August 6, 1965.

Comparison of significant dates is as follows:

Date of Contract:	June 10, 1965	
		51 calendar days
Specified Completion Date:	August 1, 1965	
		6 calendar days penalty
Actual Completion Date:	August 6, 1965	or 12% of time specified

The contract cost will overrun the original contract amount by 23.9% due to additional fill construction and drainage installations not anticipated, so the 12% increase in time is justified.

This is an ER rental contract under the 1964 Standard Specifications without modification with respect to liquidated damages and time extension. We recommend that the completion date be extended to August 6, 1965. This will eliminate all liquidated damages totalling $300.00.

This matter has been discussed with the Bureau of Public Roads' Assistant Area Engineer, who agrees with the validity of the recommended extension.

NOTED
F. B. KLABOE

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young
J. F. Putnam

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1/11

RECEIVED
SEP 27 1965
FOR FILING

ER-154 (1)

6621

September 24, 1965

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6621 awarded to Washington Construction Company for grading the Warner Summit-Greaser Reservoir Section of the Warner Highway in Lake County, was completed on August 5, 1965, and accepted by the Highway Commission on September 22, 1965.

Final payment in the amount of $1,571.76 will be released to the contractor after October 1, 1965. The total contract amount is $40,081.51 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Washington Construction Co.
Route 1, Box 227
Sheridan, Oregon

Victor S. Risley
Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison (Attn: John Herr)

FORM H-1003X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

REFERRED TO
Lou Porter
BY SECRETARY

September 22, 1965

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Commission

Gentlemen:

Work was completed August 5, 1965, on Contract No. 6621. The contract was with the Washington Construction Company and was for intermittent grading on the Warner Summit-Creaser Reservoir Section of the Warner Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend you accept the project as of this date. for confirmation

This will be presented to you at the Commission meeting on September 28.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

If we hold up our completion letter until 9-28 we could delay final payment by 6 days in this instance. What do you think of using the words "added"?

We have 3 contract letters of the same kind — Can we assume acceptance as of 9-22?

F. Query

Form CD-12f (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
SEP 3 1965
FOR FILING

ER-154(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.4-DB

6621

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-154(1)
Warner Summit-Greaser Res. Sec.
Warner Highway
State Force Order No. 2

Mr. Young's letter of August 24, 1965 furnished copies of subject State Force Order covering shoulder repair and riprap placement on the subject ER project. This letter ratifies in writing our August 19, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $2,546.54 with Federal participation of $1,527.92.

Due to right-of-way encroachments under Irrigation Easements, it was not possible to perform this work within the time limits of the contract work on this project.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Young
9.7.65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9

Form A-108 SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 9 1965 By ME Martin
Title Div. Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Warner Summit-Greaser Reservoir Date August 16, 1965

Highway Warner Contract No. 6621 F. A. Project No. ER-154(1)

County Lake Prefix 119-1041 Account No. 227-02

Description of Work To Be Done:

Place 1,500 cy of riprap at shoulder wash-out.

Location by Station Numbers:

MP 23.00 right to MP 23.10 right

Estimate of Quantities and Costs:	Unit	Price	Quantity	Cost
Front End Loader	hr	$24.92	12	$299.04
Dump Truck	hr	18.00	48	864.00
Track Mounted Drill	hr	18.55	16	296.80
Air Compressor	hr	12.00	16	192.00
Laborer	hr	6.10	52	317.20
Explosives	lb	0.35	1,650	577.50
			Total	$2,546.54

Explanation:
This work infringes on an irrigation easement and the holder of the easement will not allow any work to be done before September 1. The specified completion date for the contract is August 1. Contractor was unable to perform this work during the construction period.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 38,091.22
Present estimate of project cost, including $ 2,546.54 for work under this order	$ 48,312.43
Expected ~~under-run~~ over-run (amount)	$ 10,221.21
Expected ~~under-run~~ over-run (per cent)	26.8

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn
E. J. Dunn, Resident Engineer

Approval Recommended: /a/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /a/ J. F. Putnam, Division Engineer

Approved: /a/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Report #8 Final Report

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Warner Summit - Greaser Reservoir	WEEK ENDING: 21 August 1965
		SECTION PREFIX: 119-1041
	HIGHWAY: Warner	COUNTY: Lake
NAME OF JOB: Warner Summit - Greaser Reservoir	KIND OF WORK: Intermittent Grading	
CONTRACTOR: Washington Construction Co.	CONTRACT NUMBER: 6621	FEDERAL AID PROJECT NUMBER: ER 15(4) (1)
DATE OF CONTRACT: 10 June 1965	DATE WORK STARTED: 1 July 1965	ESTIMATED COMPLETION DATE: 5 August 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 1 August 1965	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 38,091.22	ENGINEERING AUTHORIZATION $ 2,708.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 35,382.32	ENGINEERING COST TO DATE $ 3,385.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 120
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,850.15		DATE PROJECT WAS COMPLETED: 5 August 1965
ESTIMATED PERCENT: OVERRUN [redacted] 26.8%	PERCENT OF AUTHORIZATION 125.0%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	None	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	29.0				
MILES PARTIALLY COMPLETED	-				
MILES COMPLETED	29.0				
TOTAL ESTIMATED [redacted] (CONTRACT) hours	1,360				
TOTAL [redacted] CORRECTED TO DATE	2,235				
ESTIMATED [redacted] MOVED OR PLACED TO DATE	2,235				
AVERAGE DAILY [redacted] hours					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear - Warm			
TUESDAY	Partly Cldy, Mild			
WEDNESDAY	Partly Cldy, Cool			
THURSDAY	Partly Cldy, Cool			
FRIDAY	Partly Cldy, Cool			
SATURDAY				

Routing

Decker — Pease

Bond — Morelock

Barbee — Trout

Walker — Scott

Glenn — Wills

Swan — Litchfield

Olson

RECEIVED
AUG 23 1965
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity on project. Two men in office preparing semi-final data.
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	Semi Final submitted to Division Office
SATURDAY	

REMARKS

Project completed 5 August 1965.

SIGNED E. J. Dunn LOCATION Lakeview

E. J. Dunn

CC:BPR

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 17 1965
Bureau of Public Roads
ER-154(1)
6621

August 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Warner Summit-Crescent
Reservoir Section, Warner
Highway, Project No. ER-154(1)

Dear Sir:

We have received from Washington Construction Company, contractor on the subject project, a request for an extension of the specified completion date from August 1, 1965 to September 1, 1965.

The contractor's request is based on additional drainage installation and backhoe work and changes in quantities of materials to be moved.

The addition of larger culvert pipes than those existing was required in order to provide adequate drainage. Bid item quantities for equipment rental item and labor were increased as a result of having to move more material than had been anticipated. On the basis of increased project cost, these overruns amount to 23.9 percent of the original contract amount. Applying this percentage against the 52 calendar days originally allowed would justify an extension to August 12, 1965.

The contract was completed August 6, 1965. It is our recommendation that the completion date for this project be extended from August 1, 1965 to August 6, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

DES:jkk srb

RECEIVED
AUG 17 1965
ER-154(1)
6621

August 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Warner Summit-Creaster
Reservoir Section, Warner
Highway, Project No. ER-154(1)

Dear Sir:

We have received from Washington Construction Company, contractor on the subject project, a request for an extension of the specified completion date from August 1, 1965 to September 1, 1965.

The contractor's request is based on additional drainage installation and backhoe work and changes in quantities of materials to be moved.

The addition of larger culvert pipes than those existing was required in order to provide adequate drainage. Bid item quantities for equipment rental item and labor were increased as a result of having to move more material than had been anticipated. On the basis of increased project cost, these overruns amount to 23.9 percent of the original contract amount. Applying this percentage against the 52 calendar days originally allowed would justify an extension to August 12, 1965.

The contract was completed August 6, 1965. It is our recommendation that the completion date for this project be extended from August 1, 1965 to August 6, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. J. F. Putnam

DES:jkk srb

RECEIVED
AUG 12 1965
FOR FILING

ER-154(1)

6621

August 11, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6621, the Warner Summit-Crenser Reservoir intermittent grading project on the Warner Highway in Lake County is anticipated. Washington Construction Company (doing business at Sheridan, Oregon) is the contractor. The original project authorization was $38,091.22. The present anticipated cost is $51,224.55, indicating an overrun of $13,133.33, or 34.5 percent.

The major reasons for this overrun are the addition of larger culvert pipes to provide adequate drainage and increased quantities in the contract items for dump trucks, front-end loader and flagging labor as the result of having to move more material than anticipated.

This request for an additional authorization will be presented to you at the August 23 Commission meeting, and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:bjm FBK:srb fn

FORM E-20 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

SUBJECT: Overrun of Project Authorization
Warner Summit-Greaser Reservoir Section
Warner Highway
Contract No. 6621

Attached is a Report on Expected Over-run of Project Authorization on the subject contract. This project for intermittent grading is under contract to Washington Construction Company, doing business at Sheridan, Oregon. The original project authorization was $38,091.22. The present anticipated cost is $51,224.55, indicating an overrun of $13,133.33, or 34.5%.

The major reasons for this overrun are due to the addition of drainage installations required to provide adequate drainage, additional time required for dump trucks, front-end loaders and labor.

Plans for this project were prepared in a minimum amount of time in order to let the contract so that construction could be completed during the summer season. The overrun in the bid items for dump trucks and front-end loader was occasioned by an under-estimate of the amount of fill material required in an embankment westerly of Adel. The overrun in the contract item for labor overran due to the necessity for additional flagging over what was anticipated.

It is recommended that the project authorization be increased by $13,133.33 from $38,091.22 to $51,224.55.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: L. H. Young

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-16a 4 2-65

RECEIVED
SEP 1 4 1965
FINANCING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

ER-154(1)

6621

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1965, on Contract No. 6621, Warm Springs-Breaker Reservoir Section, in Lake County, in connection with Federal-Aid Project No. R-154(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: September 10, 1965

Conditions noted on above date:

Contract portion of this project was inspected 9-8-65 and found to be completed in apparent conformance with plans and specifications.

A. W. Parsons
Division Engineer

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[signature]
STATE HWY. ENGR.
9-14-65

By: ME Martin
M. E. Martin
District Engineer

RECEIVED
SEP 1 - 1965

Form No. E-376 SM-7-65

OREGON STATE HIGHWAY DEPARTMENT

EA-1547(1)

Report on Expected Over-run of Project Authorization

Project Name WARNER SUMMIT - CHRASKEY RESERVOIR Date July 29, 1965

Highway Warner Contract No. 6621

County Lake Kind of Work Grading Intermittent Contractor Washington Const. Co.

Contract Amount $ 51,435.12

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:	hours		
3. Tractor and Dozer	-140	$33.30	-$4,662.00
4. Front-End Loader	+159	24.92	3,962.28
5. Dump Truck	+340	18.00	6,120.00
6. Truck-Mounted Drill	+27	18.55	500.85
7. Air Compressor	+29	12.00	348.00
8. Laborer	+550	6.10	3,355.00
9. Explosives	+2,000 lb.	0.35	700.00

Minor items, unitemized algebraic total ..... $ 10,324.13

Subtotal .....

Approved work orders (Price, extra work and state force orders) P.A. #1 S.F.O. #1 ..... $ 4,572.61

Expected over-runs and under-runs in work orders:		Amount
Major items, itemized:		
P.A. 1-2. Backhoe	4 hr. $16.00	$64.00

Minor items, unitemized algebraic total ..... $ 64.00

Subtotal ..... $ 2,708.70

Authorization for engineering ..... $ 677.18

Expected over-run or under-run of engineering authorization (25% overrun due to time extension) $ -

Costs not included above (explain) ..... $ 1,442.82

Allowance for future contingencies (10 % of work remaining) ..... $ -

Credits to come from transfers and deductions ..... $ 51,224.55

Present estimate of project cost .....

Brief Statement of principal causes of over-run: Approximately one-third of this overrun is the result of the additional work added to the contract by P.A. #1, Culvert Pipe. The additional quantity alloted for in the items as listed will be required to finish the contract in its entirety.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$50,091.22
Present estimate of project cost	$51,224.55
Expected over-run (Amount)	$1,133.33
Expected over-run (per cent)	2.3

Spare to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 8216

RECEIVED JUL 29 1965

FOR FILING ER-154(1) 6621

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 7 1965 By [illegible]
Title G-1, U.S. Bureau of Public Roads

Order No. 1

Project Name Warner Summit - Greaser Reservoir Date July 1, 1965

Highway Warner Contract No. 6621 F. A. Project No. ER-154(1)

County Lake Prefix 119-1041 Account No. 210

Description of Work To Be Done:

Contractor to load & haul State-furnished aggregates from State stockpile site to intermittent areas throughout project. This material to be used for surfacing.

Location by Station Numbers:

MP 6.0 to MP 35.0

Estimate of Quantities and Costs:

State Furnished Aggregates $2,423.75

875 cubic yards at $2.77

Explanation:

This item was anticipated in the Project Authorization and funds provided.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 38,091.22
Present estimate of project cost, including $ 2,423.75 for work under this order	$ 38,091.22
Expected under-run / over-run (amount)	$ –
Expected under-run / over-run (per cent)	–

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Young 7-29-65

ER-154(1)

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6621

1 cl. to Young w/ltr
orig to Young w/ltr
copy to Parsons
6-23

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-154(1)
Warner Summit-Greaser Reservoir Section
Warner Highway
State Force Order No. 1

Mr. Young's letter of June 1, 1965 furnished copies of subject State Force Order covering restoration between Mileposts 6 and 35 on the subject ER project. This letter ratifies in writing our May 25, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, as well as those enumerated below, and in the estimated amount of $11,000.00 with Federal participation of $6,600.00.

(1) It is understood that this work will not be a duplication of work covered under contract for this section.

(2) The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by State personnel.

(3) Rental of some outside equipment may be required to expedite work so as not to impair traffic flow.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attach.

RECEIVED
JUN 2 [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—500

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 25 1965 by W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name December 1964, Flood Damages Date March 21, 1965, 19

Highway Warner, State Hwy. No. 431 Contract No. F. A. Project No. FR-154(1)

County Lake Prefix 119-4761 Account No. 164-01

Description of Work To Be Done:

Repair flood water damages to roadway, slopes and shoulders of Warner Highway, none of which is within Forest Highway System.

Location by Station Numbers:

M.P. 6.00 to M.P. 35.0

Estimate of Quantities and Costs:

Labor	$ 3,900.00
Equipment	2,600.00
Materials	4,500.00
	$11,000.00

Explanation: Minor, scattered areas of damage which can be repaired most economically by State Forces and was not programmed for contracting.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including
$ 11,000.00 for work under this order $ 11,000.00

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. Reid Veritt, Resident Engineer

Approval Recommended: /s/ L.L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L.H. Warfield, Division Engineer

Approved: /s/ L.H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-154(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6621

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project ER-154(1)
Warner Summit-Greaser Reservoir Section
Grading

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 17, 1965

In reply refer to: 08-35.2-EC

As requested in Mr. Young's letter of June 14, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 10, 1965 in the award of contract No. 6621 to Washington Construction Co., of Sheridan, Oregon, low bidder in the amount of $31,435.12 at the June 8, 1965 bid opening.

Orig. to Proj. Engr. Grants Pass
Wagon
Madison
6-21-65

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1965
FOR FILING
ER-154(1)
6621

June 10, 1965

Washington Construction Company
Route 1, Box 227
Sheridan, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6621 for the following project:

Intermittent grading on the Warner Summit-Dresser Reservoir Section of the Warner Highway north of Lakeview in Lake County.

This award was based on your bid of $31,435.12 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUN 1 - 1965
FOR FILING

ER-154(1)
6621

June 1, 1965

Mr. A. L. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, covering ornament flood restoration work involving bridge and roadway re air from M.P. 6.0 to M.P. 35.0 of the Warner (No. 431) Highway in Lake County, in connection with Federal-Aid Project No. ER-154(1).

This work is necessary to repair the December 1964 flood damage and restore the highway to normal traffic conditions. The order covers isolated short and isolated areas that can be done more economically and expeditiously by State Forces. State equipment, personnel and materials are available to do the work. Rental of some outside equipment may be necessary to expedite the repair work.

The work was tentatively recommended for approval by the BPR Area Engineer May 25, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the order is $11,000.00 with Federal participation of $9,600.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L.H. Young
Office Engineer

cc: F.D. Norman
R.H. Chase

Wike

FOR FILING

May 24, 1965

Original signed by
H. E. Martin
Dist. Engineer

08-35.2-08

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: H. E. Martin
District Engineer

Oregon Project ER-154(1)
Warner Summit-Crescent Reservoir Section
Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved, as indicated in Mr. Hosking's and Mr. Litchfield's May 13, 1965 reports.

Mr. Young's May 20, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonoccurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Though Mr. Morgan's May 19, 1965 letter requestedapproval of State furnished materials to be placed by the contractor, we understand that such materials now will be placed by State forces as reflected in your most recent estimate.

Original signed by
A. W. Parsons
5-26-65

RECEIVED
MAY 25 1965
COMMISSIONERS
STERLING G. JACKSON, CHAIRMAN
MADRAS
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILE
hiway
Drainage
Spec

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Warner Summit-Greaser Reservoir
Section
Warner Highway FAS-699
E.R.-154(1)

Dear Sir:

The reference project will require approximately 875 c.y. of crushed aggregate for proposed repairs to the roadbed. This amount of stone aggregate would not justify moving in and setting up for a crushing plant. Further, the area is remote from commercial sources of aggregates.

The Highway Department has available adequate materials in stockpiles in the area for the proposed repairs. We are, therefore, proposing to make available these aggregates. The materials are inventoried at a price of $2.77 c.y. which we believe to be the most economical source. We, therefore, are requesting your participation in costs of the State-owned aggregate which we propose to include in the contract authorization as material to be furnished by the State. If further details are required, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GCW:rw

cc: F. B. Klaboe
J. F. Putnam

RECEIVED
MAY 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners:
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Maint.
Drainage
Spec.

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 26, 1965, requesting our comments on Emergency Restoration projects.

No wildlife problems are anticipated with the following projects:

Shitike Creek Bridge, Warm Springs Highway.
Warner Summit-Creaser Reservoir, Warner Highway.
Summer Lake-Valley Falls, Fremont Highway.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway.
Foster-Ram Creek, Santiam Highway.
Marks Creek Bridge, Ochoco Highway.

Regarding the two other projects; Digger Creek-North Fork Alsea River, Alsea Highway, and Mapleton-Triangle Lake, Siuslaw Highway, we have the following comments:

Stream channel widths should be maintained to prevent excessive velocities. Siltation should be kept at a minimum and the work should be completed by September. The possibility of continued silting from bare fills through the winter months, such as occurred on the North Fork Alsea last winter, should be kept under control.

Your consideration of these comments will be appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

Copies to:
F. B. Klaboe
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

ROK:dm

cc: Director, OFC

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

Maint
Drainage
Spec April 2, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to your letter dated March 26, 1965 regarding several Emergency Restoration projects contemplated for contract soon.

Listed below are the project titles along with our comments for protection of the fishery resource.

Marks Creek Bridge, Ochoco Highway, Crook County.
Summer Lake-Valley Falls, Fremont Highway, Lake County.
Warner Summit-Greaser Reservoir, Warner Highway, Lake County.

These projects are above the reach of anadromous fish, hence we anticipate no conflicts.

Foster-Ram Creek, Santiam Highway, Linn County.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway, Douglas County.
Shitike Creek Bridge, Warm Springs Highway, Jefferson County.

The transmittal letter and title sheets submitted to us indicate the work will involve re-sorting base and surface courses on existing roadways. Your Bridge Department indicates the replacement bridge over Shitike Creek will be a single span structure not requiring footings in the stream. We anticipate no fish passage problem under these conditions.

Digger Creek-North Fork Alsea River, Alsea Highway, Benton County.
Mapleton-Triangle Lake, Siuslaw Highway, Lane County.

The following items should be considered in planning the slope protection work for these projects.

Maintain stream width to prevent increased stream velocities.

Guard against depositing excessive silt loads into stream beds.

Schedule work for summer months so as to be completed before September.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Mr. R. Koski, Oregon State Game Commission

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

RECEIVED
APR 5 1965
GAME

ERFO-127(2) Tombstone-Summit-Sisters 1965
Sec., Santiam & Clear Lake-
#6622 Belknap Springs Hwy. (Grad.)

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-8-48		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
6		Linn
		Project number
		ERFO-127(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 29, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 19,234.

Revised Federal funds $ 19,234.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of March, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kleber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-127(2)

SANTIAM HWY. JCT.-LANE COUNTY LINE SECTION

OF THE CLEAR LAKE-BELKNAP SPRINGS HWY. IN LINN COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Order and temporary repair by State Forces.)(This estimate eliminates separate item of $2,000 mentioned in your February 28, 1966 memorandum. This work was approved in S.F.O.#1 along with other work. Item referred to is repair damaged culvert.)

Salem, Oregon, March 7, 1966

Type Code X008
Riprap (MP 4.61)(Contract No. 6622)

Moving Cost	All Req. (5%)		$ 200.00
Loader, Front End, 4 C.Y.	40 hour	$30.00	1,200.00
Tractor (Crawler Type) with Dozer	10 hour	20.00	200.00
Trucks, Dump	120 hour	14.00	1,680.00
Explosives	100 lb.	1.00	100.00
Laborer	30 hour	6.00	180.00
			$ 3,560.00
	Engr. & Cont.		356.00
	Subtotal		$ 3,916.00

Type Code X006
Flood Repair Temporary & Permanent (MP 0.87 to MP 10.48)

Temporary

State Force Equipment, Labor and Materials	All Req.	$ 4,943.00

Permanent

State Force Order #1	All Req.	10,375.00
	Total	$15,318.00

Length of Project - - - - - - - 9.61 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Fed. Funds
Riprap (Contract #6622)	$ 3,916.00	$ 3,916.00
Temporary & Permanent Repair	15,318.00	15,318.00
Total	$19,234.00	$19,234.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 22-1025
122-4472
122-4772

This estimate for project agreement adds the temporary wor. to the previously approved SFO & contract. The costs on this project did not warrant a Phase I Report and costs were taken from the cost books. D.M.S. charges are not included in this estimate.

The culvert headwalls at Fish Lake (MP 1.95), work to be done by State forces was completed under State Force Order No. 1 (issued in the amount of $10,375). This mix-up came about by the Contract Section putting an add item on the contract as a S.F.O. which was never actually issued. The Contract Section was unaware that the work was covered in the previously approved S.F.O.

Oregon State Highway Department

Federal Aid
Project No. ERFO-127(2)

SANTIAM HWY. JCT.-LANE COUNTY LINE SECTION OF THE

CLEAR LAKE-BELKNAP SPRINGS HWY. IN

LINN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Order and temporary repair by State Forces.)

Salem, Oregon, February 8, 1966

Type Code Y008
Riprap (MP 4.61)(Contract No. 6622)

Moving Cost	All Req. (5%)		$ 200.00
Loader, Front End, 4 cu.yd.	40 hr.	$ 30.00	1,200.00
Tractor (Crawler Type) w/Dozer	10 hr.	20.00	200.00
Trucks, Dump	120 hr.	14.00	1,680.00
Explosives	100 lb.	1.00	100.00
Laborer	30 hr.	6.00	180.00
			$ 3,560.00

Culvert Headwalls at Fish Lake by State Forces at MP 1.95	All Req.	2,000.00
		$ 5,560.00
	Engr. & Cont.	556.00
	Subtotal	$ 6,116.00

Type Code Y006
Flood Repair Temporary & Permanent (MP 0.87 to MP 10.48)

Temporary: State Force equipment, labor and Materials All Req.	$ 4,943.00
Permanent: State Force Order #1	$ 10,375.00
	$ 15,318.00

Length of Roadway - - - - - - - - - -9.61 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds
Riprap (Contract No. 6622)	$ 6,116.00	$ 6,116.00
Temporary and Permanent Repair	15,318.00	15,318.00
	$21,434.00	$21,434.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 22-1025
122-4472
122-4772

This estimate for project agreement adds the temporary work to the previously approved SFO & contract. The costs on this project did not warrant a Phase I Report and costs were taken for cost books. DMS charges are not included in this estimate.

Monthly transaction number	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-8-39		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Linn, Jefferson & Deschutes
5 6622		Project number EXCO-146(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 415,498.00

Revised Federal funds $ 415,498.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. [illegible]

[illegible]

[illegible]

[illegible]

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Orders and temporary and permanent repair.)

Salem, Oregon, November 8, 1965

Type Code 6201
[illegible]. ([illegible]) (Contract No. 6405)

Clearing and Grubbing	All Required		$ 6,500.00
Ditch Excavation, Unclassified	110 cu.yds.	$ 4.75	522.50
General Excavation, Unclassified	2,600 cu.yds.	2.00	5,200.00
Embankment Foundation Excavation, Unclassified	550 cu.yds.	4.50	2,475.00
Special Borrow Excavation, Unclassified	1,700 cu.yds.	2.00	3,400.00
Trench Excavation	350 cu.yds.	4.50	1,575.00
Special Backfill in Drains	25 cu.yds.	8.00	200.00
Watering	100 M-gals.	5.50	550.00
3/4" - 0 Material in Base	1,150 cu.yds.	6.00	6,900.00
Stone Base	2,400 cu.yds.	6.00	14,400.00
MC-1 Asphalt in Tack Coat	4 tons	65.00	260.00
Class "D" Asphalt Concrete	1,900 tons	15.00	28,500.00
Loose Riprap	25,000 cu.yds.	3.25	81,250.00
12-inch Culvert Pipe	15 lin.ft.	4.00	60.00
18-inch Culvert Pipe	140 lin.ft.	5.50	[illegible]
24-inch Culvert Pipe	230 lin.ft.	6.75	1,552.50
48-inch Culvert Pipe	180 lin.ft.	18.50	3,[illegible]
8-inch Drain Pipe	160 lin.ft.	2.50	[illegible]
Concrete Inlets, Type "D"	1 only	250.00	250.00
Debris Risers, Type "A", 6' to 8' High	2 only	450.00	900.00
Debris Risers, Type "A", 12' to 14' High	1 only	850.00	850.00
Debris Risers, Type "B", 12' to 14' High	1 only	1,250.00	1,250.00
			$161,205.00
Flagging (57% of Contractor's Cost)	All Required		$ 2,[illegible]
Signing	All Required		[illegible]
Channel Change	All Required		3,[illegible]
Slide Removal	All Required		2,[illegible]
Clean Out Culverts	All Required		[illegible]
			$ 7,[illegible]

	Subtotal		$169,105.00
	Engr. & Cont.		16,910.00
	Total		$186,015.00

Item Code 0010
Removing Structures (M 67.0 to M 92.0) (Contract No. 6002)

Moving Costs	All Required (Est.)		$ 3,000.00
All Purpose Excavator	160 hours	$ 35.00	5,600.00
Loader, Front End, 2 C.Y.	100 hours	20.00	2,000.00
Loader, Front End, 4 C.Y.	60 hours	30.00	1,800.00
Tractor (Crawler Type) with Dozer	160 hours	20.00	3,200.00
Truck, Dump	640 hours	14.00	8,960.00
Blade Grader	100 hours	20.00	2,000.00
Drill, Track-Mounted, with Compressor	50 hours	40.00	2,000.00
Explosives	900 lbs.	1.00	900.00
Laborer	640 hours	6.00	3,840.00
Furnish 30-inch Steel Culvert Pipe, 14 Gage, Type "A"	840 lin.ft.	8.00	6,720.00
			$ 40,020.00
Seeding and Mulching	All Required		$ 3,000.00
Widen Bridge at Lake Creek	All Required		15,000.00
			$ 18,000.00
	Subtotal		$ 58,020.00
	Engr. & Cont.		5,802.00
	Total		$ 64,702.00

Item Code 6201
Road Detour, Temporary and Permanent ($ 32.55 to $ 57.00)(MP 63.00 to MP 100.00)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$111,966.00
State Force Equipment, Labor & Materials	All Required	37,105.11
		$149,171.00

Permanent

Approved State Force Order	All Required	$ 5,100.00
	Subtotal	$154,271.00
	Engr. & Cont.	10,500.00
	Total	$164,771.00

Length of Project - - - - - - - - - - - 61.45 miles (Intermittent)

STATUS OF WORK

Description	Total Cost	Federal Funds
Foster-Ram Creek: (Contract #6605)	$136,015.00	$136,015.00
Tombstone Summit-Sisters (Contract #6632)	64,702.00	64,702.00
Temporary and Permanent Repair	14,773.00	14,773.00
Total	$415,490.00	$415,490.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Profiles

22-1024	22-4504	22-4703	16-4703	9-4713
22-1025	22-4406	16-4406	9-4413	
22-4404	22-4506	16-4506	9-4513	

State Force equipment, labor and materials does not agree with the Phase I Report. We used costs from the books to determine this amount which we feel is more accurate than the Phase I Report.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 8 - 1965

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
FOR FILING
3

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-29-65

STATE
Oregon

COUNTY
Linn

PROJECT NO.
ERFO-127(2)

ERFO-127(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jct. Santiam Hwy.-Lane Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-24-65	0.00
*OTHER *(Specify)*		

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,528.00	$ 17,528.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. H. Labhart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 29 1965

USCOMM-DC 8905-P64

RECEIVED
JAN 26 1966
FOR FILING

ERFO-127(2)

1622

November 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for project agreement for the Jct. Santiam Hwy.-Lane County Line, Project No. ERFO-127(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

Oregon State Highway Department

Federal-Aid
Project No. ERFO-127(2)

JCT. SANTIAM HWY.-LANE COUNTY LINE SECTION

OF THE CLEAR LAKE-BELKNAP SPRINGS HWY. IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, November 8, 1965

Type Code Y008
Riprap (MP 4.61)(Contract No. 6622)

Moving Cost	All Req. (5%)		$ 200.00
Loader, Front End, 4 C.Y.	40 hour	$30.00	1,200.00
Tractor (Crawler Type) with Dozer	10 hour	20.00	200.00
Trucks, Dump	120 hour	14.00	1,680.00
Explosives	100 lb.	1.00	100.00
Laborer	30 hour	6.00	180.00
			$3,560.00
Culvert Headwalls at Fish Lake by State Forces at MP 1.95	All Req.		2,000.00
	Subtotal		$5,560.00
	Engr. & Cont.		556.00
	Total		$6,116.00

Length of Project - - - 0.00 Mile

Approved State Force Orders

Permanent Flood Repair	All Req.	$10,375.00
	Engr. & Cont.	1,037.00
	Total	$11,412.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Riprap (Contract No. 6622)	$ 6,116.00	$ 6,116.00
Approved State Force Orders	11,412.00	11,412.00
	$17,528.00	$17,528.00
Retained in Authorized Fund Status		
Temporary work not covered by Contract & S.F.O.	$ 5,472.00	$ 5,472.00
	$23,000.00	$23,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 22-1025
122-4772

Oregon State Highway Department

Federal-Aid
Project No. ERFO-127(2)

JCT. SANTIAM HWY.-LANE COUNTY LINE SECTION

OF THE CLEAR LAKE-BELKNAP SPRINGS HWY. IN

LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 18, 1965

Type Code Y008
Riprap (MP 4.61)

Moving Cost	All Required (5%)		$ 300.00
Loader, Front End, 4 C.Y.	40 hours	$28.50	1,140.00
Tractor, Crawler Type, with Dozer	10 hours	20.00	200.00
Trucks, Dumps	120 hours	18.50	2,220.00
Explosives	100 lb.	1.00	100.00
Laborer	30 hours	6.00	180.00
			$4,140.00
Culvert Headwalls at Fish Lake by State Forces at MP 1.95	All Required		2,000.00
	Subtotal		$6,140.00
	10% Engr. & Cont.		614.00
	Total		$6,754.00

Length of Project - - - - - - - - - - - - - - - - - 0.00 mile

Federal Funds -	$ 335.00
State Funds -	6,419.00
	$6,754.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Fed. Funds	State Funds
Temporary and Permanent Work not Covered by This Contract	$9,546.00	$480.00*	$9,066.00

* Note: This is a token-financed project and does not constitute a firm committment. These amounts will be revised to full prorata when and if Federal Funds become available.

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121
(11-63)
(Prea. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-148(2) and ERFO-127(2)
Tombstone Summit-Sisters Section
Santiam and Clear Lake-Belknap Springs Hwys.
State Force Order No. 2

Mr. Young's letter of September 20, 1965 furnished copies of subject State Force Order covering widening the existing bridge over Lake Creek (MP 87.07) on subject ER project. This letter confirms our July 2, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $20,000 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Yours w/encl.
10-20-65

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 2 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads
Order No. 2

Project Name Tombstone Summit-Sisters Date June 29, 1965, 19

Highway Santiam & Clear Lake-Belknap Springs Contract No. 6622 F. A. Project No. ERFO-148(2) ERFO-127(2)

County Linn, Jefferson & Deschutes Prefix 22-1025 Account No. 261-02

Description of Work To Be Done:

Widen existing bridge at Lake Creek on the Santiam Hwy.

Location by Station Numbers:

MP 87.07

Estimate of Quantities and Costs:

Lump Sum $20,000.00
(See attached Bridge Division Estimate Sheet for breakdown)

Explanation:

This is an anticipated item in this contract in the amount of $15,000.00, however the attachedestimate should justify the $20,000 figure. Work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 72,427.50
Present estimate of project cost, including $ 20,000.00 for work under this order	$ 72,427.50
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. H. Clark, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy or Assistant State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 12 1965
FOR FILING
FOFO-127(2)
6622

October 11, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6622 awarded to Babler Bros., Inc., for grading the Tombstone Summit-Sisters Section of the Santiam and Clear Lake-Belknap Springs Highways in Linn, Jefferson, and Deschutes Counties was completed on August 4, 1965, and accepted by the Highway Commission on October 8, 1965.

Final payment in the amount of $2,219.00 will be released to the contractor after October 18, 1965. The total contract amount is $30,679.67 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

E.D. McCarthy & Associates Inc.
Northtown Office Building
Spokane, Washington 99207

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 11 1965
FOR FILING
ERFO-127(2)
4471

October 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1965, on Contract No. 4622. The contract was with Kahler Bros., Inc. and was for intermittent grading on the Tombstone Summit-Sisters Section of Santiam and Clark Lake-Belknap Springs Highway in Linn, Jefferson and Deschutes Counties.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 8, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. M. Maison
R. D. Asburry
J. F. Putnam

bg

RECEIVED
SEP 22 1965
FOR FILING
EXTD 127(2)
6622

September 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 261, covering the widening of existing bridge over Lake Creek on the Tombstone Summit-Sisters Section of the Santiam and Clear Lake-Bellamy Springs Highways in Linn, Jefferson and Deschutes Counties, Contract No. 6622 in connection with Federal-Aid Projects Nos. EXTD-1(2) and EXTD-127(2).

This work was an anticipated item of the contract. The State has the equipment, personnel and material and can do the work more economically and expeditiously than by separate contract.

This work was tentatively recommended for approval by the BPR Bridge Engineer and the Field authorized to proceed July 2, 1965, as an emergency measure. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the Order is $20,000.00 with Federal Participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:cr

Enc.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tombstone Summit-Sisters		WEEK ENDING: August 14, 1965
		SECTION PREFIX: 22-1025
HIGHWAY: Santiam & Clear Lake-Belknap Springs		COUNTY:
NAME OF JOB: Tombstone Summit - Sisters	KIND OF WORK: Grading (Intermittent)	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6622	FEDERAL AID PROJECT NUMBER: ERFO-148(2), ERFO-127(2)
DATE OF CONTRACT: June 10, 1965	DATE WORK STARTED: July 6, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 72,427.50	SPECIFIED COMPLETION DATE: 9-1-65	PERCENT OF TIME ELAPSED: 56
EXCLUSIVE OF ENGINEERING: $ 67,277.10	ENGINEERING AUTHORIZATION $ 5,150.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 52,979.67	ENGINEERING COST TO DATE $ 1,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 75.9
ESTIMATED PERCENT: OVERRUN / UNDERRUN 21.3%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: August 4, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	32				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	32				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	R. H. Clark and J. F. Putnam over project for final inspection.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on August 4, 1965.

J. F. Putnam, Division Engineer, and R. H. Clark were over the project on Tuesday, 8-10-65, for final inspection.

Semifinal Estimate was submitted to Division office on Friday 13th.

Final Report.

SIGNED R. H. Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP:F216

RECEIVED
OCT 8 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-127(2)

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 11,1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1965, on Contract No. 6622, Tombstone Summit-Sisters Section in Linn, Jefferson and Deschutes Counties in connection with Federal-Aid Projects Nos. ERFO-148(2) and ERFO-127(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: Oct. 5, 1965

Conditions noted on above date:

Project work has been inspected and no conditions were noted which will prevent our final acceptance of contract work.

A. W. Parsons
Division Engineer

By G. R. Brooks
G. R. Brooks, Dist. Engr.

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - Brooks
By Asst. State Hwy. Engr.
10-7-65

RECEIVED

Form CD-121
(11-63)
(Pres. by
A.O. 204-01)

UNITED STATES GOVERNMENT

Memorandum

EREO-127(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

422

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 17, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ERFO-127(2) and ERFO-148(2)
Tombstone Summit-Sisters and
Clear Lake-Belknap Springs Sections
Grading

As requested in Mr. Young's letter of June 14, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 10, 1965 in the award of contract No. 6622 to Babler Bros. Inc., of Portland, Oregon, low bidder in the amount of $44,380.00 at the June 8, 1965 bid opening.

bus
copies Young
Geary
Morgan Maison
6-21-65

RECEIVED
JUN 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1965
FOR FILING
OR 70-127 (2)
6622

June 10, 1965

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10, 1965, awarded to you State Highway Contract No. 6622 for the following project:

Intermittent grading on the Tombstone-Summit-Sisters Section of the Santiam and Clear Lake-Belknap Springs Highways east of Salem in Linn, Jefferson, and Deschutes Counties.

This award was based on your bid of $44,360.00 which was submitted to the Commission on June 8, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

[illegible]
MAY 27 [illegible]
[illegible]
NFO-127(2)
6622

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 24, 1965

Original signed by
T. Doe
Eng. Coordinator

08-33.2-66

A. W. Burgess, Division Engineer
Salem, Oregon

By: T. Doe
Engineering Coordinator

Oregon Projects NFO-148(2) and NFO-127(2)
Tombstone Summit-Sisters and
Clear Lake-Belknap Springs Sections
Grading

F. H. A. documents for denoted portions of the subject projects have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet representing both projects is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Hosbring's and Mr. Litchfield's May 21 and May 20, 1965 reports.

Regarding installation of 30" culvert pipe, participation will be limited to only those areas where severe damage has occurred and installation of additional pipe is justified in order to avoid re-occurrence of similar damages.

Seeding and mulching work, for which a reservation of funds has been made in the estimate accompanying the plans, will not be approved. Our inspection of flood damages did not disclose need for repairs of the nature and magnitude implied by the $3,000 estimated cost.

Mr. Young's May 20, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, preconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Orig to Engrg
& cc/ att'd
5-26-65

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

Maint
Bridges
Lic
May 3, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
MAY 5 1965
ROUTED-- CE ACE AC.

Mr. Forrest Cooper
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The proposed emergency restoration jobs referred to in your letter to us dated April 26, 1965 are listed below in conjunction with our comments and recommendations pertaining to the protection of fish life.

Winchester-South Umpqua River Section, Pacific Highway, Douglas County (Roadside Improvement).

Modoc Road-Bybee Bridge Section, Table Rock Road, Jackson County.

N. W. Johnson-S. W. Montgomery Section, Stadium Freeway, Multnomah County.

These three projects do not involve the fishery resource, hence we anticipate no conflicts.

Mason Dam Section, Sumpter Valley Highway, Baker County.

Marks Creek-John Day Highway Section and Prineville-Crooked River Section, Ochoco and Paulina Highways, Crook County.

The above titled projects are above the reach of anadromous fish, thus we foresee no problem regarding these species.

Jordan Creek-McNamars Camp Section, Wilson River Highway, Tillamook County.

District 3-C Flood Repair, 8 Highways, Josephine and Jackson Counties.

Biggs Junction-Moro U'Xing Section, Sherman Highway, Sherman County.

The plans indicate these projects consist primarily of shoulder and fill slope repair at intermittent sections along the highways. Stream beds should be maintained at normal width and care should be taken to minimize silting in the streams.

Tombstone Summit-Sisters Section, Santiam Highway, Linn, Jefferson and Deschutes Counties.

The 96-inch structural plate steel pipe must not be installed on more than 0.50 per cent grade.

Your cooperation in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
STATE FISHERIES DIRECTOR

cc: Mr. R. Koski, Oregon State Game Commission

5/5/65:

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (4)
A. F. Parson (4)

RECEIVED
MAY 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 - 1965
FOR FILING

FORM B-50X—50M—1-65 SP*6418-734

E.F.F.O. - 127(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1965

To: MEMO TO THE FILES

SUBJECT: Tombstone Summit-Sisters Section
So. Santiam Highway
Emergency Repairs

On April 27, 1965 J. F. Putnam called to advise that advertising on the referenced project had been stopped by Jerry Lowder of the Bureau of Public Roads for various reasons.

Contact with Mr. Lowder disclosed the reasons to be as follows: (1) A decision had been made to eliminate the 96-inch structural plate pipe originally called for at Lake Creek, and provide needed extra waterway by lengthening the bridge at this location. (2) The 18-inch culvert pipe originally called for was not required. Instead, sufficient 30-inch culvert pipe are required to double the existing capacity for this size. (3) Only one Quarry Site was shown on plans submitted. Another quarry, supposedly near the Tombstone Summit on the east, should be shown. The Division must determine the location of this quarry.

Mr. Lowder also discussed the possibility of combining this project with the Clear Lake Job (ER F.O. 127(2).

With the time required to work out the above changes to be considered, a decision was reached to proceed with lengthening the Lake Creek Structure by State Forces as the cheapest and most expeditious manner of accomplishing this work. Prior approval has been received and work can begin upon receipt of a State Force Order to cover. This order is being prepared in the Division office.

Combining the two jobs for letting seems desirable. The estimate for the subject section should be reviewed in light of the above changes. Quantities for the Clear Lake Job should include, as an extra item to be done by State Forces, a headwall to be constructed on a damaged pipe at Fish Lake. An estimate of $2,000 to build this headwall has been received from Mr. Hughlett.

Revised and combined estimates should be submitted at the earliest possible date.

GLD:bjm
cc: F. B. Klaboe
L. H. Young
J. F. Putnam
Jerry L. Lowder

G. L. Decker
Assistant Construction Engineer

NOTED
F.B.K.

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1965
FOR FILING

Maint
Drainage
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 7, 1965

SUBJECT: Additional Right of Way
Tombstone-Sisters Mud Slide
Area, US 20.

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Herewith original letter from Richard Platt, District Ranger, Deschutes National Forest, giving us permission to proceed with repair work on a mud slide at Mile Point 84.5, U. S. 20, outside of the limits of our existing right of way. This is the only area on the Tombstone Summit-Sisters E. R. project which requires additional right of way.

J. F. Putnam
Division Engineer

JFP:me
Encl.
cc: R. H. Clark

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

CONSTRUCTION DIVISION
RECEIVED
NOTED

ER-103(4) Butte Falls Sec. of the 1965
Butte Falls-Prospect Co. Rd.
#6623 (two box culverts)

CdA 3324
CdA 2827

Form A-65—10M—12-65

Invoice for Service Rendered or Goods Furnished the
REGON STATE HIGHWAY DEPARTMEN
by

Jackson County
c/o County Court
Medford, Oregon

This Space for Use of Accounting Division

Date January 26, 1968

~~Invoice No.~~ State Treasurer's

~~P. O. No.~~ Receipt No. 6988

SP*23799-734

Voucher No. 16 - Final Project No. ER-103(4)

Reimbursement for cost of repairing county FAS route No. 287 (Butte Falls-Prospect Road) damaged in the 1964-65 floods.

County cost as per statement	$26,565.02	
Federal reimbursement claimed at 63.50%		$16,868.78
State Highway participation at 29.4% of Federal amount		4,959.42
Total County reimbursement		$21,828.20
Less previous amount paid on invoice dated 7-18-67		16,371.14
Balance due County		$ 5,457.06

9548-597 (64) $4,217.20
515-4790-190 (64) $1,239.86

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 94506

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-15-68	CC 1115		515-1071-797

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

- Jackson County
- Courthouse
- Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn Jackson County Court			
Final Billing: Butte Falls Section (7 box culverts) FAS 227, ER -103 (1). Covered by agreement dated 3-11-65.			
Advance Deposit		6,000.00	
County share of construction cost		3,922.38	
To be refunded			2,077.62

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

DATE
RICHARD UNREIN

DATE
RICHARD UNREIN

NOTED
DON HARWELL

Form A-65—10M—12-65

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Jackson County
c/o County Court
Medford, Oregon

This Space for Use of Accounting Division

Date July 18, 1967

~~Invoice No.~~ State Treasurer

~~P. O. No.~~ Receipt No. 567

SP*2347-6-734

Voucher No. 15 - Progress, Project No. ER-103(4)

Reimbursement for cost of repairing Butte Falls-Prospect Rd. (FAS287) damaged in the 1964-65 flood.

County costs as per statement - $26,565.02		$16,868.78
Federal reimbursement at 63.50%		4,217.20
Retained for final audit - 25%		$12,651.58
Federal Reimbursement		
State Highway participation at 29.45 of Federal amount		3,719.56
Total Due County		$16,371.14

NOTED
H. S. COX

9548 - 597 (64) $12,651.58
515 - 4790 - 190 3,719.56 (64)

NOTED
R. H. PRANGE

RECEIVED
JUL 21 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Accounting

NOTED
RICHARD UNREIN

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUN 5 - 1967

FOR FILING
E1 1 1 (4)
1 6 1 3

June 1, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3314

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

Enclosed for your files are fully executed copies of county force agreements covering flood repair damage on the Rogue River (Sykes) Bridge Section of the Table Rock Road (FAS 273) and the Butte Falls-Prospect Section of the Butte Falls County Road (FAS 257) in Jackson County.

Fully executed copies of these agreements have been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosures

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copies)

FR-Jackson G

cc: STATE COPY
REGION
WASH DC
OSHD (Klaboe)
OSDH (Edwards)

FORM PR-33A (2) REV. 4-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FAS 287 103(4)

FINAL REPORT

(PPM 20-6.1)

eg

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	5	Jackson	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
5-16-67	C. T. Christianson, Area Engineer		ER-103(4)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
12-23-66	3-15-67	See below	See below
CONTRACT TIME	LOCATION		
See below	FAS 287, Butte Falls - Prospect Road, between the community of Butte Falls and the town of Prospect.		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

RECEIVED
MAY 26 1967
ENGINEER
COUNTY & CITY DIVISION

Other remarks:

BUTTE FALLS - PROSPECT SECTION
FAS 287
Grading, Paving, and Structures

This project provided for the temporary and permanent repairs to this route as a result of the disastrous flood of December, 1964. The work included the replacement of two box culverts, one structure, grading and paving of the various damaged sections.

As outlined in report No. 2, Contract No. 6623 (Box Culverts) was completed on 9-22-65 at a final contract cost of $18,716.06 representing a 35% underrun due to shorter culverts being installed than called for on the plans. An approved time extension established a new specified completion date of 9-30-65 in lieu of the original date of 7-31-65. This contract work was accepted by the State Highway Commission on 1-20-66.

Work performed by county forces was completed during the 1966 construction season at a total final cost of $26,565.02, including both temporary repairs and permanent restoration under CFO No. 1. This cost represents a negligible overrun over that estimated in the initial report.

Work performed under contract No. 6851 (Middle Fork Rogue River Bridge) was completed on 12-23-66 within the specified contract time of 200

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Clifford T. Christianson
Area Engineer
C. T. Christianson, Area Engineer

Division Engineer
A. W. Parsons,

Project Accepted 3-16-67
Date

5/26/67
Capesto
Young
Chen
Chandler
Ost
JW

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED

calendar days. The final cost of $126,425.40 represents a negligible underrun of 1.5 percent. The only significant overrun occurred in structural excavation which overran 54 percent due to revised footing size.

All materials incorporated in the county portion of this project were obtained from local borrow or county maintenance stock and are considered satisfactory.

Laboratory test reports indicate that the materials incorporated into the contract portions of this project are in substantial conformance with pertinent specifications.

A full statement of reasons for all overruns and underruns of contract items is on file with the Division office copy of this report.

Price agreements, extra work orders and record measurements have been discussed in previous inspection reports.

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1967
FOR FILING

Form CD-121 (11-63) (Proc. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klabe

ER-103(4)

TO 6623 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 11, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-103(4)
Butte Falls - Prospect Section, FAS 287
Emergency Repairs

We hereby approve County Force Account procedures as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. Use of County forces was considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's May 5, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 21.4 (intermittent) miles of roadway and/or bridges at a total estimated County Force Account work amount of $22,695. Estimated emergency fund participation is to be at the regular pro rata share, or $14,411.

A finding regarding nonincidental permanent repairs on the project by County Forces was previously transmitted on July 15, 1965. We concurred in the contract awards for the box culverts and the Rogue River Bridge on June 16, 1965 and May 31, 1966.

5-16-67
REFERRED TO
Young Cf
By Asst. State Hwy. Engr.
Water.

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33A (REV. 3-65)

cc: OSHD(Klaboe)
OSHD(Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Jackson Co
FAS 287

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	4	Jackson	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
12-20-66	C. T. Christianson, Area Engineer		ER 103(4)
IN COMPANY WITH	Arvey Nelson, Res Bridge Engr, OSHD, John Quiner, Asst Div Engr, OSHD		
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	NA %	NA %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

RECEIVED
JAN 5 - 1967
ENGINEER
COUNTY & CITY DIVISION

BUTTE FALLS - PROSPECT SECTION
FAS 287
Grading, Paving, and Structures

As noted in the next previous report, all work completed by county forces and under a previous Contract No. 6623 has been completed in accordance with good engineering and construction practice and in compliance with plans and specifications, and acceptance is recommended.

Contract No. 6855 providing for the reconstruction of the Middle Fork Rogue River Bridge is 98% complete with 95% time elapsed. The only work remaining to be performed on this contract, is a portion of the painting of concrete surfaces and the installation of the aluminum handrails.

Laboratory reports and field control test results were reviewed and indicate that materials incorporated into this project are in substantial conformance with plans and specifications.

Three of the six record samples representing concrete aggregate for this structure failed to meet the specification requirements. It was considered to be resultant of poor sampling procedure and attributed to nonpresentative samples. The Bridge Engineer resampled the stockpile material and State laboratory reports indicate that all three samples of material met specification requirements. The additional samples were not marked as record samples or backup samples but are considered to be representative of materials incorporated into the project.

1-5-67
Copy to
Young
Brendley
Cof
2P

The two new price agreements for this project were noted in the next previous report, however a very minor amount of work was performed in Price Agreement No. 2 as a proposed method of pouring proved unsuccessful at this location.

The following measurements were taken on this structure indicating substantial conformance with the plan dimensions. The bottom width of an outside prestressed beam on Span 1 was measured at 2' 3", conforming closely to the planned 2' 2".

(more)

EDITION OF 8-60 MAY BE USED

The concrete handrail was measured at 10 1/2" wide by 1' 6" high in exact conformance with plans.

The curb-to-curb deck width was measured at 28', again in exact conformance with the plan dimension.

The vertical and horizontal lines of this structure are exceptionally neat in appearance and the overall project is considered to be complete in every detail.

This project will be accepted as complete upon notification by the Resident Engineer and all work has been performed including bridge site cleanup.

RECEIVED
JAN 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

6/20/66 A

Monthly transaction number

RECEIVED
JUN 23 1966

Project report number
FOR FILING

6R-103(4)

6823

IM PR-2A
1-67)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State: Oregon

County: Jackson

Project number: ER-103(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 170,024

Revised Federal funds $ 107,978.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of June, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Kabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

xxBy A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

State Highway Department

Federal Aid
Project No. ER-103(4)

BUTTE FALLS SECTION OF

FAS 287 in JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, June 8, 1966

Type Code [illegible].E.			
Preliminary Engineering	All Required		$ 3,000.00
Type Code X[illegible]			
Box Culverts (Bridge Nos. 9434 & 9435)(Sta. 21+40)(Sta. 139+80)(Contract No. 6623)			
Trench Excavation	700 cu.yds.	$ 7.00	$ 4,900.00
Class "A" Concrete	225 cu.yds.	74.00	16,650.00
Metal Reinforcement	35,000 lbs.	0.14	4,900.00
			$ 26,450.00
	Engr. & Cont.		2,645.00
	Total		$29,095.00

Length of C[illegible]verts 0.00 Miles

Type Code X081			
Rogue River Bridge (Sta.547+95.63 to Sta. 550+45)(Contract No. 6851)			
Structures			
Shoring and Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	350 cu.yds.	$ 20.00	7,000.00
Structural Excavation below Elevation Shown	30 cu.yds.	20.00	600.00
Class "A" Concrete	All Required		47,800.00
50' to 55' Type 3 Prestressed Beams	4 only	1,200.00	4,800.00
95' to 100' Type 4 Prestressed Beams	10 only	2,800.00	28,000.00
Metal Reinforcement	All Required		15,800.00
Metal Parapet Railing	504 lin.ft.	6.50	3,276.00
8-inch Metal Unperforated Drain Pipe Type "A" Coating	50 lin.ft.	4.00	200.00
6-inch Standard Steel Pipe	15 lin.ft.	20.00	300.00
Retaining Wall			
Trench Excavation	100 cu.yds.	$ 6.00	$ 600.00
Class "A" Concrete	35 cu.yds.	100.00	3,500.00
Metal Reinforcement	4,500 lbs.	0.15	675.00
Metal Parapet Railing	34 lin.ft.	6.50	221.00
		Subtotal	$122,772.00
	Engr. & Cont.		12,277.00
	Total		$135,049.00

[illegible] 0.047 Mile

Approved County Force Orders			
C.F.O. No. 1 Backfill Box Culverts	All Required		2,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$3,000.00	$1,904.00	$ 548.00	$ 548.00
Box Culverts	29,095.00	18,477.00	5,309.00	5,309.00
Approved County Force Orders	2,880.00	1,828.00	526.00	526.00
Rogue River Br.	135,049.00	85,769.00	24,640.00	24,640.00
Subtotal	$170,024.00	$107,978.00	$31,023.00	$31,023.00
Retained in Authorized Fund Status				
Temporary Restoration	$ 25,676.00	$ 16,310.00	$ 4,683.00	$ 4,683.00
	$195,700.00	$124,288.00	$35,706.00	$35,706.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix 515-1024
515-1032

Oregon State Highway Department

Federal-Aid
Project No. BR-103(4)

BUTTE FALLS SECTION OF

FAS 287 IN JACKSON COUNTY

Revised P.S.&E. estimate for the Middle Fork Rogue River Bridge.

Salem, Oregon, May 13, 1966

Type Code P.E. Preliminary Engineering	All Required	$	$ 3,000.00
Type Code X007 Box Culverts (#9434 & 9435) (Sta. 21+40)(Sta. 139+80) (Contract No. 6623)			
Trench Excavation	700 cu.yd.	$ 7.00	4,900.00
Class "A" Concrete	225 cu.yd.	74.00	16,650.00
Metal Reinforcement	35,000 lb.	0.14	4,900.00
			$ 26,450.00
	Engr. & Cont.		2,645.00
	Total		$ 29,095.00
Length of Culverts - - - - - - - - - - -	0.00 mile		
Type Code X081 Rogue River Bridge (Sta. 547+95.63 to Sta. 550+45) Structure			
Shoring, Cribbing, etc.	All Required	$	$ 5,000.00
Structural Excavation	350 cu.yd.	10.00	3,500.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (526 cu.yds. @ $100.00)	All Required		52,600.00
50' to 55' Type 3 Prestressed Beams	4 only	1,100.00	4,400.00
95' to 100' Type 4 Prestressed Beams	10 only	2,700.00	27,000.00
Metal Reinforcement (113,100 lbs. @ $0.14)	All Required		15,834.00
Metal Parapet Railing	504 lin.ft.	7.00	3,528.00
8-inch Metal Unperforated Drain Pipe Type "A" Coating	50 lin.ft.	4.00	200.00
6-inch Standard Steel Pipe	15 lin.ft.	15.00	225.00
Retaining Wall			
Trench Excavation	100 cu.yd.	6.00	600.00
Class "A" Concrete	35 cu.yd.	80.00	2,800.00
Metal Reinforcement	4,500 cu.yd.	0.15	675.00
Metal Parapet Railing	34 lin.ft.	7.00	238.00
	Subtotal		$ 116,900.00
	Engr. & Cont.		11,690.00
	Total		$ 128,590.00
Length of Structure- - - - - - - - - - -	0.047 mile		

Approved County Force Orders

C.F.O. No. 1 Backfill Box Culverts All Required $ 2,880.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Box Culverts	29,095.00	18,460.00	5,317.50	5,317.50
Approved County Force Orders	2,880.00	1,827.00	526.50	526.50
Rogue River Bridge	128,590.00	81,666.00	23,462.00	23,462.00
Subtotal	$ 163,565.00	$ 103,855.00	$ 29,855.00	$ 29,855.00
Retained in Authorized Fund Status				
Temporary Restoration	24,566.00	15,584.00	4,491.00	4,491.00
	$ 188,131.00	$ 119,439.00	$ 34,346.00	$ 34,346.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

Prefix

515-1024

MIDDLE FORK ROGUE RIVER BRIDGE

Prestressed Beam Quantities

50' to 55' Type 3 Prestressed Beams

Overhead	All Required		$ 250.00
Class AA Concrete	7.7 cu.yd.	$ 55.00	423.50
Metal Reinforcement	880 lb.	0.12	105.60
Prestress Wire	480 lb.	0.50	240.00
			$1,019.00
		Use	$1,100.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 250.00
Class AA Concrete	21 cu.yd.	$ 55.00	1,155.00
Metal Reinforcement	1,560 lb.	0.12	187.20
Prestress Wire	2,360 lb.	0.50	1,180.00
			$2,772.20
		Use	$2,700.00

Oregon State Highway Department

Federal Aid
Project No. ER-103(4)

BUTTE FALLS SECTION OF FAS 287

IN JACKSON COUNTY

P.S.& E. estimate for the Middle Fork Rogue River Bridge.

Salem, Oregon, April 19, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code X007
Box Culverts (#9434 & 9435)(Sta. 21+40)(Sta. 139+80)
(Contract No. 6623)

Trench Excavation	700 cu.yd.	$ 7.00	$ 4,900.00
Class "A" Concrete	225 cu.yd.	74.00	16,650.00
Metal Reinforcement	35,000 lb.	0.14	4,900.00
			$ 26,450.00
	Engr. & Cont.		2,645.00
	Total		$ 29,095.00

Length of Culverts . . . . . 0.00 mile

Type Code X061
Rogue River Bridge (Sta. 547+95.63 to Sta. 550+45)

Structure			
Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	350 cu.yd.	$ 10.00	3,500.00
Structural Excavation below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete	All Required		51,800.00
50' to 55' Type 3 Prestressed Beams	4 only	1,100.00	4,400.00
95' to 100' Type 4 Prestressed Beams	10 only	2,700.00	27,000.00
Metal Reinforcement	All Required		15,694.00
Metal Parapet Railing	504 lin.ft.	7.00	3,528.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
6-inch Standard Steel Pipe	15 lin.ft.	15.00	225.00

Retaining Wall				
Trench Excavation	100	cu.yd.	$ 6.00	$ 600.00
Class "A" Concrete	35	cu.yd.	80.00	2,800.00
Metal Reinforcement	4,500	cu.yd.	0.15	675.00
Metal Parapet Railing	34	lin.ft.	7.00	238.00
		Subtotal		$115,960.00
		Engr. & Cont.		11,596.00
		Total		$127,556.00

Length of Structure . . . . . 0.047 mile

Approved County Force Orders

C.F.O. No. 1	Backfill Box Culverts	All Required	$ 2,880.00

Summary of Funds

Preliminary Engineering	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Box Culverts	29,095.00	18,460.00	5,317.50	5,317.50
Approved County Force Orders	2,880.00	1,827.00	526.50	526.50
Rogue River Bridge	127,556.00	81,000.00	23,278.00	23,278.00
Subtotal	$162,531.00	$103,189.00	$ 29,671.00	$ 29,671.00
Retained in Authorized Fund Status				
Temporary Restoration	$ 25,600.00	$ 16,250.00	$ 4,675.00	$ 4,675.00
	$188,131.00	$119,439.00	$ 34,346.00	$ 34,346.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 515-1024

MIDDLE FORK ROGUE RIVER BRIDGE

Prestressed Beam Quantities

50' to 55' Type 3 Prestressed Beams

Overhead	All Required		$ 250.00
Class AA Concrete	7.7 cu.yd.	$ 55.00	423.50
Metal Reinforcement	880 lb.	0.12	105.60
Prestress Wire	480 lb.	0.50	240.00
			$1,019.00
		Use	$1,100.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 250.00
Class AA Concrete	21 cu.yd.	$ 55.00	1,155.00
Metal Reinforcement	1,560 lb.	0.12	187.20
Prestress Wire	2,360 lb.	0.50	1,180.00
			$2,772.20
		Use	$2,700.00

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11-727

PROJECT REPORT NO. ER 103(4) 4

FC PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-5-65

6623

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: ER-103(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Butte Falls-Prospect

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-65	0.00
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,975.00	$ 22,190.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BK A. W. Parsons
(Division Engineer)

By L. R. Bocklund
L. R. Bocklund, Administrative Mgr.

Date executed by Division Engineer NOV 5 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. ER-103(4)

Butte Falls Section (Culverts) on

FAS 287 in Jackson County

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 19, 1965

Type Code P. E. Preliminary Engineering			$3,000.00
Type Code X007 Box Culverts (#9434 & 9435)(Sta. 21+40)(Sta. 139+80)(Contract No. 6623)			
Trench Excavation	700 cu.yd.	7.00	$4,900.00
Class "A" Concrete	225 cu.yd.	74.00	16,650.00
Metal Reinforcement	35,000 lbs.	0.14	4,900.00
			$26,450.00
		Engr. & Cont.	2,645.00
		Total	$29,095.00

Length of Culverts - - - - - - - - - 0.00 miles

Approved County Force Orders

C.F.O. No. 1 Backfill Box Culverts	All Required	$2,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,903.00	$ 548.50	$ 548.50
Box Culverts	29,095.00	18,460.00	5,317.50	5,317.50
Approved County Force Orders	2,880.00	1,827.00	526.50	526.50
	$34,975.00	$22,190.00	$ 6,392.50	$6,392.50
Retained in Authorized Fund Status Temporary Restoration, Grade, Drain, Base, A.C. Pavement and one Bridge	$127,025.00	80,580.00	23,222.50	23,222.50
	$162,000.00	$102,770.00	$29,615.00	$29,615.00

Oregon State Highway Department

Federal Aid
Project No. ER-103(4)

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Prefix 515-1024

Oregon State Highway Department

Federal-Aid
Project No. ER-103(4)

WHITE FALLS SECTION (CULVERTS) ON

FAS 287 IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1965

Type Code P.E. Preliminary Engineering			$ 3,000.00
Type Code X007 Box Culverts (#9434 and #9435) (Sta. 21+40) (Sta. 139+80)			
Trench Excavation	700 cu.yds.	$ 4.00	$ 2,800.00
Class "A" Concrete	225 cu.yds.	70.00	15,750.00
Metal Reinforcement	35,000 lbs.	0.13	4,550.00
		Subtotal	$23,100.00
		10% Engr. & Cont.	2,310.00
		Total	$25,410.00

Length of Culverts - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engrg.	$ 3,000.00	$ 100.00	$ 1,450.00	$ 1,450.00
Box Culverts	25,410.00	1,200.00	12,105.00	12,105.00
	$28,410.00	$1,300.00	$13,555.00	$13,555.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds	County Funds
Temporary Restoration, Grade, Drain, Base, A.C. Pavement & One Bridge	$115,590.00	$5,900.00	$54,845.00	$54,845.00

RECEIVED
MAY 17 1966
FOR FILING

Form CD-121 (11-63) (Prep. by A.O. 20[-10)

UNITED STATES GOVERNMENT

Memorandum

ER 103(4)

TO : 623 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 27, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-103(4)
Butte Falls Section FAS 287
Rogue River Bridge

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's April 15 and April 21, 1966 reports.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	April 1966
Division II - Part 4 - Structures	April 1966

Inasmuch as our Washington office's review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of the review.

Mr. Young's April 21, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

NOTED
F. B. KLABOE

RECEIVED
MAY 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young w/recd. 5-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 24 1966
FOR FILING

ER-103 (4)

6623

January 21, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6623 awarded to Ausland Construction Company for box culverts on the Butte Falls Section of the Butte Falls-Prospect Road (FAS 287) in Jackson County was completed on September 22, 1965, and accepted by the Highway Commission on January 20, 1966.

Final payment in the amount of $682.62 will be released to the contractor after January 28, 1966. The total contract amount is $18,035.26 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Ausland Construction Company
P. O. Box 417
Grants Pass, Oregon

Mr. Don Stables
1005 "E" Main Street
Medford, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 21 1966
FOR FILE
ER-103 (4)
6623

January 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1965, on Contract No. 6623. The contract was with Amland Construction Company and was for construction of Bridge Nos. 9434 and 9435 on the Butte Falls Section of FAS 287 in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
DEC 9 1965
FOREST HUNG

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-103(4)

6623

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 22, 1965, on Contract No. 6623, Butte Falls (Bridges Nos. 9434 and 9435) Section, in Jackson County, in connection with Federal-Aid Project No. ER-103(4).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance of listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: November 23, 1965

Conditions noted on above date:

Contract portion of work completed in accordance with plans and specifications. Inspected 11-17-65.

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGR.

A. W. Parspns
Division Engineer

By: [signature]
G. R. Brooks
District Engineer

REFERRED TO
[signature]
Asst. State Hwy. Engr.
12-2-65

RECEIVED
OCT 25 1965
FOR FILING

ER-103 (a)

6623

September 28, 1965

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon

#6

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of the specified completion date from July 31, 1965, to September 10, 1965, to complete Contract No. 6623 for the Box Culverts on the Butte Falls Section of the Butte Falls-Prospect Road (FAS 287) in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc L. R. Chandler
Allan Harwood
L. H. Young
I. D. Merchant
C. H. Malcom
Bureau of Public Roads

RECEIVED
FEB 7 1966

Form FP-12
(11-63)
(Prss. by
Adm. Comm. of Finance)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

EK-103(4)

6623

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 1, 1965

In reply refer to: 08-35.DB

SUBJECT: Oregon ER-103(4)
Butte Falls Section
Butte Falls-Prospect Road, FAS 287
Request for time extension

Based on the reasons set forth in Mr. Merchant's letter of August 19, 1965, referring to the subject request for extension of time, we hereby concur in your recommendation to extend the specified completion date from July 31, 1965, to September 30, 1965.

It is recognized that the delay in awarding contract was due to investigation and study of alternate structures based on observations of conditions noted after flood waters had subsided and the project was already advertised for bids.

This extension is in accordance with Articles 8-7 and 8-8 of your Standard Specifications.

Copy to Merchant
9-3-65

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1965
FOR FILING
EK-103 (4)
1613

September 15, 1965

Oregon State Highway Commission

Request for Extension
of Time
No. 6
September 28, 1965 meeting

Gentlemen:

Ausland Construction Company, contractor on the Butte Falls culverts, Butte Falls-Prospect Road (FAS 287) in Jackson County, Contract No. 6623, has requested that the specified completion date of July 31, 1965, be advanced to September 30, 1965, without assessment of liquidated damages. The contractor's request is predicated on delay in award of the contract and delay in making the site available.

The contractor's contention is correct. The work was bid May 18, 1965, and the contract was not awarded until June 16, 1965. Due to other complications, the work was not completely staked so that the contractor could begin work until July 26, 1965. This constitutes a delay, caused by the State, of approximately two months. The delay was due to investigation and study of alternate structures based on observations of conditions noted after flood waters had subsided.

Because the contractor was delayed by conditions beyond his control, I recommend that the completion date for the contract be advanced to September 30, 1965, without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Enc. Victor D. Wolfe
C. H. Maison
Ivan Merchant L. H. Young L. R. Chandler

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6623(BR) Contractor Ausland Construction Co.

Highway Butte Falls-Prospect Rd., FAS 287

Section BRJ Butte Falls Br. Nos. 9434 & 9435

Kind of Work Box Culverts

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED**. The reasons for such recommendation are as follows:

Conditions beyond contractors control - i.e. delay in award of contract and staking structures so contractor could start work.

AUG 5 PM 1,2,3,4,5,6

Recommended for Approval:

John Adams Jr. Asst.
Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

E. M. Peterson
State Highway Engineer

Contract No.	6623
Project designation	BR-103 (4) State-Federal
Date awarded	June 16, 1965
Work started	July 26, 1965
Per cent completed	6% August 6, 1965 Date
No. of Workdays Allowed	to July 31, 1965
No. of Workdays Used	N.A. (Estimate completion August 31, 1965)
No. of Added Workdays Requested	to Sept. 30, 1965

SP*0230-734

B-380 (Rev.)—634—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 28, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ until September 30 ~~days to~~, 1965 days, within which to complete our Contract No. 6623, without the assessment of liquidated damages. The said contract is described as follows:

Butte Falls-Prospect Culverts

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: This job was bid on May 18th, and we expected to begin work on it by May 24th, or soon after. However, there was a delay in the project being staked, and the staking was finally completed on July 24th, so we could begin work on July 26th. This is a lapse of over two months from bid date until work could begin. We are asking that you grant us two months working time to complete the project, as it was through no fault of ours that the job was not started sooner.

Respectfully submitted,

AUSLAND CONSTRUCTION CO.
Contractor

By W. M. Ausland

CONSENT OF SURETY

Date July 28, 1965, 19

We, *Federal insurance company*, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gould S. Statler
Attorney-in-fact

Gould S. Statler
Resident Agent

(SEAL)

RECEIVED
SEP 13 1965
FOR FILING

ER-103(4)
111

September 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 26, 1965, on Contract No. 6623, Butte Falls Section, in Jackson County in connection with Federal-Aid Project No. ER-103(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]

R
FAS 287

NOTED
RICHARD UNREIN

July 29, 1965

Jackson County Court
Courthouse
Medford, Oregon

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gentlemen:

This is to acknowledge receipt of your advance deposit of $6,000 for the Butte Falls Culverts Section of FAS 287. Contract No. 6623 has been awarded to Ausland Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: R. J. Carstensen

ER

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 15, 1965

Original signed by 08-35.4-28
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-103(4)
Butte Falls-Prospect Sec.
Jackson County - FAS Route 287
County Force Order No. 1

Mr. Young's letter of June 22, 1965 furnished copies of subject County Force Order covering a portion of the permanent restoration in connection with other work under State Contract on subject ER project. This letter ratifies in writing our June 17, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the County and under their direct control for the reasons outlined in Mr. Young's letter, as well as those enumerated below, and in the estimated amount of $2,880.00 with Federal participation of $1,728.00.

(1) It is understood that the backfill to be performed is intended as a bedding for the box culverts due to washouts not visible during initial investigation and also includes grading and paving. This is not a duplication of contract work.

(2) The project involves only local materials available in sufficient quantity or asphalt and aggregate in stock or obtainable without delay from commercial sources and ready for placement by County personnel.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by accounting records. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

NOTED
V. E.

RECEIVED
JUL 15 1965
ENGINEER
COUNTY & CITY DIVISION

June 30, 1965

Mr. R. J. Carstensen
Jackson County Engineer
Courthouse
Jackson County
Medford, Oregon

Butte Falls Section
ER-105(4)
Jackson County

Dear Mr. Carstensen:

Your force order covering the work in connection with the Butte Falls Box Culverts has been given verbal approval by the Bureau of Public Roads. You are now authorized to proceed with the work. A copy of the force order is enclosed.

FAS	Project	Amount
267	ER-105(4)	$2,880

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: L. R. Chandler

RECEIVED
JUN 22 1965
FOR FILING

ER-103(4)
6623

June 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for County Force Work No. 1 covering the cost of permanent flood restoration work on the FAS 287 road in Jackson County in connection with Emergency Relief Project No. ER-103(4).

This work is necessary because of the damage incurred as a result of the December 1964 flood.

The work consists of placing backfill around two reinforced concrete box culverts constructed under State Contract. The backfill was not anticipated or included in the contract because of high water at that time. The roadway must also be surfaced and paved after backfilling is completed. Because of the minor amounts of work in isolated locations, the work can be done more economically and expeditiously by County Forces than by contract method. County Forces have the equipment, materials and personnel to do the work and the use of outside equipment is not anticipated.

The estimated cost of the work is $2,000.00 with Federal participation of $1,720.00.

The work was tentatively recommended for approval by the BPR Assistant Area Engineer, as an emergency measure, June 17, 1965. Your approval, under the provisions of PPM 21-6.3, as of that date, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. N. Chase
H. S. Cox

NKG:ke

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ICLA BOE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 22, 1965

In reply refer to: 08-35.2-E6

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

Young

SUBJECT: Oregon Project [illegible]-103(4)
Butte Falls Section
Box Culverts

As requested in Mr. Young's letter of June 17, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1965 in the award of contract No. 6623 to Ausland Construction Co., of Grants Pass, Oregon, low bidder in the amount of $26,450.00 at the May 18, 1965 bid opening.

RECEIVED
JUN 28 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 25 1965
OFFICE ENG'NEERING
DIVISION

RECEIVED
JUN 23 1965
[illegible]E OF
[illegible]GHWAY ENGINEER

Orig to Young
Copy to Mahlstein
Maisonj
6-25-65

Carl
Merchant
Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Vina

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Salem, Oregon
June 17, 1965

Butte Falls Section
Box Culverts
ER Project
FAS 287, Jackson County

NOTED
S. COX

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

Herewith Jackson County's check for $6,000 which is the correct amount of the requested advance deposit for the above project.

This project is now clear for award.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm
Att.

cc: Ivan Merchant
L. H. Young

NOTED
V R JONES

NOTED
V. R. JONES

RECEIVED
JUN 18 1965
FOR FILING
ER-103(4)
6623

June 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 15, 1965 is requested in the award of Contract for the Butte Falls Section, Project No. ER-103(4).

The contractor receiving the award is Ausland Construction Co. of Grants Pass in the amount of $26,450.00 with the Contract No. 6623 assigned. This bid was received on May 18, 1965 and awarded June 16, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:kc

ER

Form A-130

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section Butte Falls Bridge No's. 9434 & 9435
Highway Butte Falls - Prospect Road, FAS 287
County Jackson
Kind of Work Box Culverts
Contractor Ausland Construction Company, P.O. Box 437 Grants Pass, Oregon
Specified Work Days July 31, 1965

Contract No. 6623 (BR)
F. A. Project No. ER-103(4)
Job Prefix 515-1024
Date of Award June 16, 1965
Division Engineer L.R. Chandler
Resident Engineer Allan C. Harwood

CONSTRUCTION AUTHORIZATION

Contract amount	$ 26,450.00
Additional anticipated items:	$

NOTED
R. H. FRANCE

NONE

-0-

Subtotal	$ 26,450.00
Contingencies (4½%)	1,190.25
Construction Engineering (8%)	2,116.00
Subtotal	$ 29,756.25
Credit for maintenance rock	
Total original construction authorization	$ 29,756.25

RECEIVED
JUN 18 1965
ENGINEER
COUNTY & CITY DIVISION

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

NOTED

State Printing

(Continued on reverse side)

RECEIVED
JUN 17 1965
FOR FILING

FR 103(4)
6623

June 16, 1965

Haaland Construction Company
P. O. Box 436
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on May 20, 1965, accepted your proposal for two box culverts on the Butte Falls-Prospect County road in Jackson County for the sum of $36,430 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6623.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

Contract No. — Section Jackson Co. FAS 287 FA No. ER 1-(8)
6-12-65

Type Order CFO No. 1 Amount $ 4880.00 Funds in Project Author. $ _____

Status of Total Project Authorization: Over _____% $_____ Under _____% $_____

Explanation (why) and Comments Permanent flood restoration work involving backfilling at box culvert sites, surfacing and paving. Backfill not anticipated at time contract for box culverts were let due to high water. County has equipment, personnel and materials and can do work more economically and expeditiously than by contract method due to minor amount at isolated locations. No rental of outside equipment is anticipated.

Price Checked by Cost Analyst ~ Discussed Ass't. Constr. Engr. ---

Discussed B.P.R. June 17 19 65 by Swan

Action Recommended B.P.R. Favorable approval By Christianson

Authorized to proceed due to emergency or unusual conditions: YES 6-17-65 ~ NO _____

cc Bureau of Public Roads

RECEIVED
JUN 11 1965

FOR FILING
Maint
Drainage
Spec

June 11, 1965

Mr. A. G. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Butte Falls Culverts
Project No. FH-1(3)(4)

Dear Sir:

Tentative concurrence is requested in the award of the above-mentioned contract to the low bidder, Haaland Construction Co. in the amount of $26,450.00. This bid was received May 28, 1965 and was over our estimate 11.5% or $3,390.00.

To reject this bid and readvertise for the small amount of money involved does not seem economically justifiable. We don't have another project of similar nature in the area to combine it with and we are not able to rearrange the work to make it less expensive to construct.

This project was worked-up while the water was still extremely high. Program approval was received some time later at which time the contract was advertised without the knowledge that there was a large washout under the larger of the two culverts. Also, there are some very large boulders in the stream bed which will increase the contractor's construction cost. We now have information from the field that this washout will require about 275 cubic yards of backfill at an estimated cost of $3.00 per yard. We intend to initiate a price agreement or work order to accomplish the backfill.

The delay in writing this letter is due to lack of response from our field personnel, who have been extremely busy since the flood.

After receipt of your tentative concurrence in award our normal notification of award and concurrence letter will be forwarded. Expeditious response will be appreciated as award action must be accomplished by June 17, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. E. Chase
Assistant Office Engineer

cc: F. E. Klaboe
F. D. Horgan
H. S. Cox

DAR:ke

RECEIVED
APR 30 1965
FOR FILING
Mail
Message
Space

April 26, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-08

A. W. Burgess, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-103(4)
Butte Falls Section
Culverts

F. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all right-of-way is available for the project with no utility adjustments involved as indicated in Mr. Wright's and Mr. Litchfield's April 16 and April 21, 1965 reports.

The use of the Division I - General Requirements, Article 8 - 1 Subletting, dated 12-1-64, Supplemental Standard Specification is approved for use on this specific project.

Mr. Young's April 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, concurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

origl young
w/attach.

STATE COPY

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 1 7 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

F. A. Project No. ER-103(4) Date May 19, 1965

Highway FAS 287 BUTTE FALLS - PROSPECT ROAD

County Jackson Prefix Account No.

Description of Work To Be Done:

Backfill 2 Reinforced Concrete Box Culverts at M. P. 16.3 and M.P. 19.4. These culverts constructed by the State of Oregon as F.A.S. E.R. Projects but to be backfilled and pavement replaced by County forces.

Requires approximately: 2700 cu. yd. embankment backfill @ 60¢ /yd.
180 cu. yd. crushed rock base @ $2.00 /yd.
360 sq. yds. pavement @ $1.00 /yd.

Estimate of Quantities and Costs:

Labor (all required)	$1,400.00
Equipment (all required)	800.00
Materials (all required)	680.00
TOTAL - - - - -	$2,880.00

Explanation: County forces equipped and organized to reconstruct these two small sections.

RECEIVED
MAY 21 1965
ENGINEER
COUNTY & CITY DIVISION

Submitted by: Robert J. Carstensen
Robert J. Carstensen
County Engineer
Jackson County

Approved: [signature]

JACKSON COUNTY

FAS SYSTEM

Scale 0 1 2 4 Mi. Jan. 1964

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

DOUGLAS COUNTY

JOSEPHINE COUNTY

KLAMATH COUNTY

SISKIYOU COUNTY

CALIFORNIA

Union Creek
Prospect
McLeod
Trail
Shady Cove
Butte Falls
Beagle
Sams Valley
Eagle Point
Rogue River
Central Point
MEDFORD
Jacksonville
Provolt
Applegate
Ruch
Talent
Phoenix
ASHLAND
Pinehurst
Siskiyou
Colestin
Lakecreek

Castle Cr.
Union Cr.
Rogue River
Mill Barr Cr.
Red Blanket Cr.
Middle Fk.
South Fork
Elk Creek
Big Butte Cr.
N. Fork
S. Fork
Pleasant Creek
Evans Cr.
Little Butte Cr.
Griffin Cr.
Bear Cr.
Applegate River
Little Applegate River
Wagner Cr.
Squaw Cr.
Canyon Cr.
Carberry Cr.
Ashland Cr.
Emigrant Cr.
Keene Cr.
Jenny Cr.
Walker Cr.
Frog Cr.
Beaver Cr.
Deadwood Cr.
Dead Indian Cr.
Bear Gulch Cr.
Antelope Cr.
Thompson Cr.
Bear Creek
Hyatt Res.
Emigrant Cr. Res.

To Crater Lake
To Lake of the Woods
To Klamath Falls

E.R. PROJECT
FAS-287

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER-103(4) **Date** May 19, 1965

Highway FAS 287 BUTTE FALLS - PROSPECT ROAD

County Jackson **Prefix** _____ **Account No.** _____

Description of Work To Be Done:

Backfill 2 Reinforced Concrete Box Culverts at M. P. 16.3 and M.P. 19.4. These culverts constructed by the State of Oregon as F.A.S. E.R. Projects but to be backfilled and pavement replaced by County forces.

Requires approximately: 2700 cu. yd. embankment backfill @ 60¢ /yd.
180 cu. yd. crushed rock base @ $2.00 /yd.
360 sq. yds. pavement @ $1.00 /yd.

Estimate of Quantities and Costs:

Labor (all required)	$1,400.00
Equipment (all required)	800.00
Materials (all required)	680.00
TOTAL - - - -	$2,880.00

Explanation: County forces equipped and organized to reconstruct these two small sections.

RECEIVED
MAY 21 1965
ENGINEER
COUNTY & CITY DIVISION

Submitted by: Robert J. Carstensen **Approved:** _____

Robert J. Carstensen
County Engineer
Jackson County

JACKSON COUNTY

FAS SYSTEM

Scale 0 1 2 4 Mi. Jan. 1964

- L E G E N D -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

N

DOUGLAS COUNTY

JOSEPHINE COUNTY

COUNTY LINE

Union Creek
Prospect
McLeod
Trail
Shady Cove
Beagle
Sams Valley
Rogue River
Eagle Point
Butte Falls
Central Point
MEDFORD
Jacksonville
Phoenix
Talent
Ashland
Provolt
Applegate
Ruch
Lakecreek
Brownsboro
Pinehurst
Siskiyou
Colestin

Rogue River
Castle Cr.
Union Cr.
Rogue
Mill Barr Cr.
Red Blanket Cr.
Middle Fk.
South Fork
Elk Creek
W. Fk. Trail Cr.
Big Butte Cr.
N. Fork
S. Fork
Pleasant Cr.
Evans Creek
Little Butte Cr.
Griffin Cr.
Antelope Cr.
Thompson Cr.
Applegate River
Little Applegate River
Middle Fork
Carberry Cr.
Squaw Cr.
Ashland Cr.
Neil Cr.
Emigrant Cr.
Keene Cr.
Jenny Cr.
Dead Indian Cr.
Dry Cr.
Beaver Creek
Frog Cr.
Walker Cr.
Hyatt Res.
Emigrant Cr. Res.

269 238 234 287 276 271 273 274 278 916 268 280 238 538 539 503 277 88 288 236

I-5 FAP-3 FAP-15

To Grants Pass
To Crater Lake
To Williams
To Weed
To Lake of the Woods
To Klamath Falls

30 31 32 33 34 35 36 37 38 39 40 41

4 3 2 1W 1E 2 3 4

SISKIYOU COUNTY

CALIFORNIA

E.R. PROJECT
FAS-287

65-4/20(4)
5/18(4)

May 5, 1965
(date)

RECEIVED
MAY 12 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 287 (Butte Falls-Prospect Road)

Section Butte Falls Section: Culverts

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

May 7, 1965
(date)

By Earl M. Miller

By Leonard E. Faber
Commissioner

By Rodney E. Eatinger
Commissioner

Copy to Young

RECEIVED
MAY 17 1965

MISC. CONTRACTS and
AGREEMENTS No. 2821

ER-103(4)
6623

Salem, Oregon
May 5, 1965

Mr. H. S. Cox
County & City Engineer
Building

ER Project
Construction-Finance Agreement
Butte Falls Section
Butte Falls-Prospect Co. Rd.
FAS 287, Jackson County

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of a construction-finance agreement with Jackson County covering the Butte Falls Section on the Butte Falls-Prospect County Road, FAS 287 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rm
Attach: 1

RECEIVED
MAR 22 1965
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-103(4)

Highway No. FAS 287

Project Name Butte Falls Section
Box Culverts

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Medford, Oregon, this 17 day of March, 1965.

Jackson County Court

Earl M. Mally
Judge

Osmond E Faber
Commissioner

Kelsey Keeney
Commissioner

*NOTE: Certify either paragraph 2 or 3.

RECEIVED
FEB 17 1965
FOR FILING
Maint
Drainage
Spec

February 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for five projects, Items 73 through 77, which we desire to have included in the Federal-Aid Emergency Relief program occasioned by the December 22, 1964 flood.

Butte Falls - Prospect
ER-103(4)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:mlb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	100	200 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	73 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	65-1 (72)(73)	(74)(75)	ER 14 23	103 7 13	(4)	(24)(26)	27

COUNTY NAME: Jackson — CODE: 029 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 287 — STATE: (32) Co. Rd. (36)(37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
	3,000	100	1,450	1,450 Co.	P.S.&E. prep., temp. restoration, grade, drain, base, AC pvt. and one bridge. (Work to be done by County forces and/or negotiated contract and State contract)
	141,000	7,100	66,950	66,950 Co.	
*20.74	144,000	*** 7,200	68,400	68,400 Co.	
	(16) (23)	(24) (33)			

*** 5% Basis. To be increased to maximum pro rata when funds become available.

REMARKS: The work on this project was caused by the Dec. 1964 flood.
* Work to be done is on intermittent sections totalling approx. 0.7 mi. in length.

USCOMM DUSCOMM-DC 48905-P61

BUTTE FALLS-PROSPECT COUNTY ROAD, FAS ROUTE 287

PROJECT NO. ER-103(4)

Butte Falls - Prospect Section, MP 16.33 to MP 37.07

Existing Facility

Roadway: At S. and N. Fork Butte Creek; 18'-20' bit. pen. 3' - 4' shoulders.

Structure: Middle Fork, Rogue River, log and timber bridge.

Project Data

Flood waters washed out culverts and roadway at South and North Fork Butte Creeks. Flood waters destroyed the Middle Fork, Rogue River bridge. County forces constructed a temporary wood log bridge.

The proposed project includes P.E., PS&E preparation, temporary restoration and emergency repairs, and construction of two box culverts and a bridge over the Middle Fork, Rogue River. The two box culverts and bridge will be built under State contract.

It is planned to build a 250' RCDG bridge over the Middle Fork of Rogue River on revised alignment. Construction of the revised roadway alignment will be programmed under regular FAS funds.

Approximate quantities of major items which generate the cost are:

250' RCDG bridge	$ 250,000	
Temporary bridges	$ 11,200	
Two box culverts	$ 12,000	
Embankment	9,000	cu.yds.
Base Rock	4,500	cu.yds.

2-5-65

JACKSON COUNTY
PROPOSED PROJECT (1966 FAS-C Funds)

FAS 287, Butte Falls-Prospect Road: Middle Fork Rogue River Section, 1.25 miles, grade and pave, $225,000.

This project will provide improved alignment for the Middle Fork of the Rogue River Bridge. The former bridge was destroyed in the 1964 flood and the replacement will be included in this project and will be financed with ER funds. The county has constructed a temporary bridge on the old alignment so traffic may be detoured during construction. The road will have a 24' asphaltic concrete pavement with 4' crushed stone shoulders. The survey will be made by the State Highway Department.

Note → Combined ER/FAS-C Project

Comm approved 3-11-65

65-b
2/5/65

JACKSON COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 287, Butte Falls-Prospect Road, Middle Fork Rogue River Bridge, $100.000.
The former treated timber structure at this site was destroyed by the flooding Rogue River and it is proposed to replace it on improved alignment. The road work in connection with the new site will be constructed under an FAS-C Project. The county is requesting a bridge with a roadway width of 28 feet. A survey by the Highway Department is requested.

FAS 287, Temporary bridge, Middle Fork Rogue River, M.P. 37.07, $8,000.
A temporary log bridge has been constructed by the county at the site of the old bridge and it will suffice as a detour during construction of the new bridge and the improved road alignment.

FAS 287, Butte Falls Section, M.P. 16.33 - 16.87, replace base surfacing, $12,000.
Plugging of a small creek culvert during the flood caused extensive erosion of roadway surfacing. This material will be replaced by county forces.

FAS 287, Unnamed creek culvert, M.P. 16.4, concrete box culvert replacement, $4,000.
This culvert was washed out when it plugged during the storm. It will be replaced under a contract which will be let by the State Highway Department. The contract will also include the replacement of the box culvert at M.P. 19.0. A survey will not be required.

FAS 287, N. Fork Big Butte Creek, M.P. 19.0, concrete box culvert, $11,000.
A 10 foot metal multiplate culvert at this site was washed out by flood water in the N. Fork of Big Butte Creek. The replacement of this culvert will be included in the same State Highway contract covering the unnamed creek culvert at M.P. 16.4.

FAS 287, North Fork Big Butte Creek Section, M.P. 19.0. Embankment in place, surface and pave, temporary bridge and detour construction, $8,700.
Flood water of Big Butte Creek washed out road fill destroying surfacing and pavement. County forces will repair this section and construct surfacing and paving. The county has constructed a temporary timber bridge and a detour road.

FAS 273, Table Rock Road, Bybee Bridge Section, M.P. 5.5. Place temporary fill, $1,500.
The county placed river gravel at this site to permit the state forces to repair Bybee Bridge for use as a detour for the Shady Cove Bridge Section.

FAS 273, Bybee Bridge, bridge repair, $25,000.
This repair work requires replacing a settled pier and protection for footings on the other piers. The work will be performed under a State Highway contract.

FAS 273, Modoc Road-Bybee Bridge Section, M.P. 4.6 - 5.3, shoulder washout and pavement damage, $4,900.
Repairs will be made by county forces.

FAS 274, Jackson Creek Section, M.P. 4.0, roadway washout, $1,800.
Flood waters of Jackson Creek washed out a section 200 feet long. The fill, surfacing, rip rap, and paving will be replaced by county forces.

ER/FAS-C/65-2
2/5/65

Concurred
By 11-15

RECEIVED
JAN 28 1965
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY Jackson COUNTY Date January 27, 1965

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No FAS E·R

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Butte Falls - Prospect

   FAS Number ~~287~~ 15-101

2. Name of river or stream Middle Fork of Rogue River

3. Name of bridge Middle Fork of Rogue River Bridge

4. Location (Please attach map with location marked):

   Section 3 Township 33S Range 3E. W.M.

5. Desired width of bridge ~~32~~ 28' Roadway by Phone from Carstensen 5-12-65

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired: _____

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? X Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? X Yes ___No

16. Can road be closed during construction? ___Yes X No

17. Will detour be required? ___Yes X No Old bridge can be used as detour

18. Will detour be constructed and maintained by County? X Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? ___Yes X No

21. Will contractor construct approaches or connections under contract? X Yes ___No

22. State width of traveled roadway: 22' Width of shoulders: 4' min.

23. Will additional right-of-way be required? X Yes ___No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed X, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes X No

26. Will old bridge remain in place? ___Yes X No

27. Will old bridge be removed by contractor? ___Yes X No

28. Will old bridge be removed by County? X Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes X No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

X Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X No

33. Does County wish complete job of illumination in project? ___Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __X__No Size_____

(b) Sanitary sewer mains: ___Yes __X__No Size_____

(c) Storm sewer: ___Yes __X__No Size_____

(d) Gas mains: ___Yes __X__No Size_____

(e) Power lines: ___Yes __X__No

(f) Telephone lines: __?__Yes ___No

(g) Other utilities? _____

35. What is desired date for letting? As soon as possible.

Remarks This structure must be completed by December 21, 1965, to qualify for FAS E-R Funds.

By Robert Eastman
Engineer

By Geo. M. Mellin
County Auditor

6-4229 McCullough Br.-Coos Bay Maint. 1965
Painting
#6624

RECEIVED
DEC 8 - 1965
FOR FILING

6-4224

6624

December 8, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 4624 awarded to Tri-State Painting Company for maintenance painting on the McCullough (Coos Bay) Bridge on the Oregon Coast Highway in Coos County was completed on November 4, 1965, and accepted by the Highway Commission on December 7, 1965.

Final payment in the amount of $6,600 will be released to the contractor after December 15, 1965. The total contract amount is $132,000 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Tri-State Painting Co.
9100 S.E. Stanley Avenue
Portland, Oregon

C.A. Tomassene & Sons
1002 ICO Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 7 - 1965
FOR FILING

6-4229
6624

December 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1965, on Contract No. 6024. The contract was with Tri-State Painting Company and was for maintenance painting on the McCullough (once Bay) Bridge on the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Kaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
AUG 16 1965
FORM S-20 SDH 7-64 SP*8228-734

FOR FILING

6-4-7

6624

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1965

SUBJECT: Assignment No. 3810-Edw

To:

3810

Mr. V. D. Wolfe
Administrative Assistant

L

We are returning Mr. Edwards' assignment No. 3810 which consists of a copy of a letter dated July 26 from Bay Pavers, Inc., to the Tri State Paint Company of Portland who were recently awarded a contract to paint the McCullough Bridge in North Bend.

We are attaching a copy of a letter addressed to Mr. Hunter by E. G. Ricketts, Assistant Bridge Engineer, which fully explains the situation. We do not believe that a reply to Bay Pavers' letter is necessary.

John A. Phillips
Maintenance Office Engineer

JAP:ib
Enc.

cc: Ivan Merchant
L. R. Chandler
George C. Baker
E. H. Ash

NOTED
VICTOR D. WOLFE

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-10 60M 2-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1965

SUBJECT: McCullough (Coos Bay) Bridge
Bridge No. 1823
Contract No. 6624

To: Mr. E. S. Hunter
Maintenance Engineer
O F F I C E

Mr. John Phillips referred the attached letter to us for reply.

An investigation by Mr. E. H. Ash, Resident Engineer, found in contacting Mr. C. R. Johnson with the Bay Pavers that the Tri State Paint Company had already taken cognizance of his letter and has made arrangements with them to take care of any cleaning of the paint that gets on their vechiles. Tri-State also advised Mr. Ash that they would give us a copy of their letter which would stipulate the conditions of agreement which they made with the Bay Pavers, Inc.

I believe that with this arrangement the matter will be taken care of satisfactorily to all parties concerned.

In Mr. Ash's discussion with Mr. Johnson it developed that there had been some unsatisfactory settlement on this score with the previous contractor who painted the McCullough Bridge in 1960. Mr. Johnson stated that he only wanted to have things understood in the beginning with this contractor and did not intend to involve the State in this matter. However, our resident engineer will make it a point to see that satisfactory settlement is made before making out the final estimate. Completion date on this contract is November 30, 1966.

E. G. Ricketts

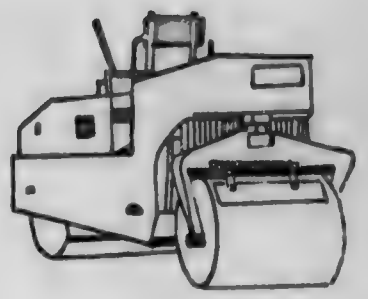
E. G. Ricketts
Assistant Bridge Engineer

EGR:mm

cc: Mr. E. H. Ash
Mr. L. R. Chandler

E.S.A.

TELEPHONE 756-4747



BAY PAVERS, INC.

P. O. BOX 669

NORTH BEND, OREGON

July 26, 1965

Tri State Paint Co.
9100 S. E. Stanley Avenue
Portland, Oregon

Dear Sir:

Our business is located beneath McCullough Bridge in North Bend, Oregon.

We have found from previous experiences that when this bridge is painted our equipment, vehicles and buildings are also painted due to a prevailing Northwest wind blowing paint onto them. In the past settlements have not always been satisfactory as to the cleaning up and repair of the damage done by this paint.

We wish this letter to notify you that we expect to have the damage repaired at the completion of the bridge painting. We have five pick ups, four trucks plus the passenger vehicles the employees drive and it is necessary in our business that these come and go many times per day. We shall make every effort to co-operate to help prevent paint from getting on these vehicles.

We would appreciate a reply from you in how you intend to handle this matter and how we can help to prevent damages.

Very truly yours,

C. R. Johnson

Bay Pavers, Inc.

CC: Oregon State Highway Dept.

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Hunter
Rld wld
Iw Works

RECEIVED
JUL 12 1965
COMMISSIONER

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

C-4229

6624

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Tri-State Painting Company
9100 S. E. Stanley Avenue
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6624 for the following project:

McCullough Bridge-Coos Bay maintenance painting in Coos County.

This award was based on your bid of $132,000.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
A. G. Savage (SIAC)
I. D. Merchant

7-1106 Stearns Ranch-Swartz Canyon Rd. Sec. of Crooked R. Hwy. (Grad. & Oiling) 1965

#6625

RECEIVED
AUG 1 - 1966
FOR FILING
7-1106
6625

August 1, 1966

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

Contract No. 6625 awarded to Don Greene Construction, Inc., for grading and oiling the Stearns Ranch-Swarts Canyon Road Section on the Crooked River Highway in Crook County was completed on May 27, 1966, and accepted by the Highway Commission on July 26, 1966.

Final payment in the amount of $7,959.21 will be released to the contractor after August 8, 1966. The total contract amount is $143,074.96 including $224.21 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc Bourland Insurance Agency
P.O. Box 7105
Salem, Oregon

Don Greene Construction, Inc.
805 N.E. Liberty
Salem, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUL 29 1966
FC

7-1106

6625

July 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 27, 1966, on Contract No. 6625. The contract was with Don Greene Construction, Inc. and was for grading and oiling on the Stearns Ranch-Swarts Canyon Road Section on the Crooked River Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 28, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg ja

RECEIVED
AUG 24 1966
FOR FILING

7-1106

6625

July 15, 1966

#5

Don Greene Construction, Inc.
605 Liberty, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No. 6625 on the Stearns Ranch-Swarts Canyon Road Section on the Crooked River Highway in Crook County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to May 24, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. F. Putnam
R. H. Clark
L. H. Young
F. D. Morgan
C. H. Malsom

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Stearns Ranch-Swartz Canyon Road
Crooked River Highway
Contract 6625

Attached is a request from Don Green Construction, Inc. of Salem, contractor on the subject contract for an extension of the specified completion date from October 1, 1965 to November 1, 1965 without the assessment of liquidated damages. This request was made prior to the "shut down" order.

The contractor's request is based on an extension of the project work over what was originally planned.

This project was scheduled for completion on October 1, 1965. A "shut down" order was issued on October 16, 1965 and was rescinded on May 24, 1966. All of the time covered by the "shut down" order is a justifiable reason for an extension of time. In addition, the equipment rental items on this project overran 7.2%, the oiling aggregate overran 17.4%, the sub-base material overran 13.9%. An additional 0.83 miles of surfacing and oiling were added to the plan length. All of this work required 16 calendar days to perform based on the contractor's average production rates. This is derived as follows: The equipment rental daily average expenditure was $1,350.00 and the overrun amounts to 3 days at this rate. The daily crushing production of aggregate was 450 cu. yds. average and the overrun took 4 days at this rate. The average daily sub-base production rate was 1600 cu. yds. and the overrun amounts to 3 days plus 1 day extra for processing the extra 0.83 mile plus I additional day for oiling it. This derivation is in the contractors favor since no allowance is made for doing some of these concurrently (a straight time/money computation would derive only 10 days additional) The 12 working days is equivalent to 16 calendar days.

The reasons cited above justify an extension which covers all the penalty time in 1965 (up to the "stop work" date) and in effect establishes a new specified completion date of May 24, 1966. The project was completed May 27, 1966. This overrun in time beyond the proposed extended completion date amounts to 3 calendar days which is $300 in liquidated damages.

This is a State Project and Bureau of Public Roads concurrence is not required. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:JB:nh

Attachments

cc: L. H. Young

RECEIVED
JUN 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6625 Contractor Don Greene Construction, Inc.

Highway Crooked River

Section Stearns Ranch-Swartz Canyon Rd.

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Extension to May 24 is justified due to time covered by a "shut down" order from October 16, 1965 to May 24, 1966 and overruns in oiling aggregate, sub-base material plus additional surfacing and oiling.

Recommended for Approval:

[signature]
Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No. 6625

Project designation State (State-Federal)

Date awarded July 6, 1965

Work started August 2, 1965

Per cent completed 100% 5-27-1966 (Date)

Specified Completion Date 10-1-1966

Work Completed 5-27-1966

Request Extension to 5-24-66

SP*0206-784

E-320 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 11, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/1/65 days to 11/1/65 days, within which to complete our Contract No. 6625, without the assessment of liquidated damages. The said contract is described as follows:

Grading and oiling, Stearns Ranch-Swartz Canyon Rd. Crooked River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The job was increased from Sta. 495+50 to Sta. 540. It was done on such short notice that we did not have time to get additional equipment in to do the job as fast as necessary. It also increased the job by additional base rock, crushed rock and oiling.

Respectfully submitted,

Don Greene Construction, Inc.
Contractor

By Don A. Greene

CONSENT OF SURETY

Date October 11th, 19 65

We, Glens Falls Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl W. Burland
Attorney-in-fact

(SEAL)

Earl W. Burland
Resident Agent

RECEIVED
JUN 23 1966
FOR FILING

7-1106
6625

June 22, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
July 14, 1966 meeting

Gentlemen:

Don Greene Construction, Inc., contractor on the Stearns Ranch-Smarts Canyon Road Section of the Crooked River Highway in Crook County, Contract No. 6625, requests an extension of time. The contractor's original request was for an extension from October 1 to November 1, 1965; however, this was made prior to a "shut down" order issued on October 16, 1965. The contractor's request is based on an extension of the project work over that which was originally planned.

All of the time covered by the "shut down" order in effect from October 16, 1965 to May 24, 1966, is a justifiable reason for an extension of time. In addition, the equipment rental items, the oiling aggregate, and the sub-base material overran the plan quantities. An additional 0.83 mile of surfacing and oiling was added to the plan length. This work required 14 calendar days, all based on the contractor's average production rates.

I recommend that the specified completion date be advanced to May 24, 1966. This will reduce the liquidated damages to $300. The project was completed May 27, 1966.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

D.S:nh bg

RECEIVED
JUN 23 1966
FOR FILING
7-1106
6625

June 22, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6625, the Stearns Ranch-Smarts Canyon Road grading and oiling project in Crook County is anticipated. Don Green Construction, Inc. of Salem is the contractor. The original project authorization was $142,238.47. The present anticipated cost is $152,874.86, indicating an overrun of $10,636.39 or 7.48 percent. This is a State project.

This project was originally contracted to grade, surface, and oil 3.2± miles and grade only an additional 1.8± miles. The grading on this project was set up under equipment rental items. As the work progressed, it became apparent that more excavation material would have to be removed than had been originally anticipated. Approximately one mile of heavy grading on the southerly end of the project was eliminated, but all the remaining grading area was oiled. The final length of the project was 4.04 miles. The grading work overran the plan amount by $5,000 due to the necessity of adding more equipment. Oiling items overran approximately $5,000 due to the additional length noted above.

This request for an additional authorization will be presented to you at the July 14 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Parker
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:rw bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Stearns Ranch-Swartz Canyon Road		WEEK ENDING: May 28, 1966
		SECTION PREFIX: 7-1106
HIGHWAY: Crooked River		COUNTY: Crook
NAME OF JOB: Stearns Ranch-Swartz Canyon Road	KIND OF WORK: Grading and Oiling	
CONTRACTOR: Don Greene Construction	CONTRACT NUMBER: 6625	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: August 2, 1965	ESTIMATED COMPLETION DATE: May 31, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 9 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 142,238.47	SPECIFIED COMPLETION DATE: 10-1-65	PERCENT OF TIME ELAPSED: 119
EXCLUSIVE OF ENGINEERING: $ 132,123.74	ENGINEERING AUTHORIZATION: $ 10,114.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,600	ENGINEERING COST TO DATE: $ 8,950	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.5
ESTIMATED PERCENT OVERRUN / ~~UNDERRUN~~: 4.5%	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: 5-27-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.05	4.05		4.05	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.05	4.05		4.05	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Equip "ental	18500CY 8300CY		1824CY 202T	
TOTAL QUANTITIES CORRECTED TO DATE		21070 9670		2230 335	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		21070 9670		2230 335	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK

1 Loader, 4 Trucks, 1 Chip Spreader, 1 Distributor, 2 Rollers

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear, warm			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Moving in oiling equipment.
TUESDAY	Subcontractor, J. C. Compton Co., oiling project; placed the first lift.
WEDNESDAY	Placed the first seal.
THURSDAY	Brooming and rolling.
FRIDAY	Placd the final seal coat.
SATURDAY	Brooming and rolling.

REMARKS

Contractor completed oiling project this week; will broom and roll over the weekend.

Final report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Form No. E-775—100M—7-58

7-1106

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Stearns Ranch - Swarts Canyon Road Date May 27, 1966

Highway Crooked River Contract No. 6625

County Crook Kind of Work Grading & Oiling Contractor Ben Greene Const., Inc.

Contract Amount $125,184.20

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
See reverse for itemized list			- 1,753.05
Minor items, unitemized algebraic total			- 1,037.90
Subtotal			- $ 3,590.95
Approved work orders (Price, extra work and state force orders)			$ 14,139.50
Expected over-runs and under-runs in work orders:			Amount
Major items, itemized:			
PA # 1, Tractor and Scraper	271.75 hr.	25.00	6,793.75
PA # 3, Tractor, 75 HP	118.75 hr.	16.50	1,959.38
Minor items, unitemized algebraic total			- 1,111.02
Subtotal			$ 7,642.11
			$ 10,114.73
Authorization for engineering			$ - 614.73
Expected over-run or under-run of engineering authorization			$
Costs not included above (explain)			$
Allowance for future contingencies (_____% of work remaining)			$
Credits to come from transfers and deductions			$
Present estimate of project cost			$ 152,074.86

Brief Statement of principal causes of over-run:

Due to the fact that we were unable to take adequate cross sections, the excavation yardage was greater than anticipated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 142,258.47
Present estimate of project cost	$ 152,074.86
Expected over-run (Amount)	$ 10,636.39
Expected over-run (per cent)	7.48

Space to right of this line is for use of Salem office.

Submitted by: R. H. Clark
Resident Engineer

Confirmed by: _____
Division Engineer

Noted by: Peter O. Boyd
for Construction or Bridge Engineer

Noted by: _____
Deputy or Assistant State Highway Engineer

State Printing 80719

Major Items Itemized	Quantity	Unit Price	Amount
2. Blade Grader	209.00 Hr.	16.00	3,344.00
3. Tractor, 185 HP	153.00 "	22.50	3,442.50
4. Tractor, 300 HP	66.25 "	20.00	-1,855.00
5. Loader	185.50 "	22.50	-4,173.75
6. Dump Trucks, 10 C.Y.	108.50 "	14.00	1,519.00
7. Dump Trucks, 20 C.Y.	160.00 "	27.00	-4,860.00
8. Rubber Tired Roller	100.00 "	10.00	-1,000.00
16. Powder	9,800 lbs.	0.60	-5,520.00
17. Watering	556.8 M-Gal	2.50	1,392.00
18. Subbase	1,920 C.Y.	1.35	-2,592.00
19. 3/4"-0 Material in Base	1,370 C.Y.	3.00	4,110.00
21. RC-250 Asphalt in Prime Coat	33.24 Ton	60.00	1,994.40
22. Aggregate in Asphalt Macadam	260 C.Y.	4.70	1,222.00
23. 120-150 Asphalt	21.10 Ton	58.00	1,223.80
			- 1,753.05

Routing

[illegible]	Perry
[illegible]	Murdock
Bond	[illegible]
Barbee	Scott
Walker	[illegible]
Glenn	Lind[illegible]
Swan	

RECEIVED
[illegible] 1966
CONTROLLER
DIVISION

RECEIVED
OCT 20 1965
FOR FILING
7-11-16
66-25

Land 97701
Oct. 18, 1965

[illegible] Construction, Inc.
[illegible] Liberty
Salem, Oregon

Gentlemen:

Because of the interest of the season and the possibility of unfavorable weather, this is your authority to suspend ending of unfavorable weather, this is your authority to suspend ending of operations on the Alsea Bay-Waldport Bridge Road, Contract No. 6[illegible], as of the end of work on Saturday, October 16, 1965, until such time next spring as it is determined weather conditions are such that the ending can be completed in a satisfactory manner.

It is expected the normal maintenance of the prime unit, for the period three to six days will be done, after which this forces will maintain until such time as you receive notification to proceed with the [illegible] work.

cc: J.C. Compton Co.
J.P. Patton
T.E. Longan
L.M. Young

Very truly yours

[illegible]
R. H. Flint
Resident Engineer

NOTED
F.B. KLABOE

10/19
Copies sent to
Const. Engineering
Files

10-19-65 Klaboe
Compl. Rpt. Rec'd
Field Records
FP

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
1
2
3
RECEIVED
OCT 1965
CONSTRUCTION

RECEIVED
JUL 12 1965
COMMISSIONERS
FOR FILING
7-1106
6625

GLENN L. MCCORKLE, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
FLOYD QUERY, SECRETARY

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 8, 1965

Don Greene Construction, Inc.
805 Liberty Street N.E.
Salem, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6625 for the following project:

Grading and oiling on the Stearns Ranch-Swarts Canyon Road Section of the Crooked River Highway in Crook County.

This award was based on your bid of $125,184.20 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

A

IN REPLY REFER TO

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay
Portland, Oregon 97232

100.7h
Oregon 016630
2234 R/W

Your Reference:
File 37990-Right-of-Way Sterns (Stearns) Ranch-South Section
Crooked River Hwy

6625

Oregon State Highway Department
State of Oregon
Salem, Oregon 97310

JUL - 6 1965

Gentlemen:

This refers to your request for permission pursuant to 43 CFR 2234.1-3(b) to commence construction work and to use and occupy the public lands for which you made application Oregon 016630.

Permission is hereby granted to proceed at your own risk subject to existing valid rights. This grant of advance permission is not a commitment that your application for right-of-way will be approved. If it is approved, the right is reserved to impose any requirements within the scope of applicable laws and regulations as conditions precedent to the approval of the right-of-way. The permission hereby granted is revocable at will and is subject to all the requirements of 43 CFR 2234, and Circular 2161, enclosed, and nondiscrimination pursuant to the enclosed form 1510-11.

Sincerely yours,

Erling A. Olson
Assistant Manager
Lands Adjudication Branch

Enclosures: Circ.2161
Form 1510-11

RECEIVED
JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig w/encl
to Machamer
copy to Klabue
7-7-65

RECEIVED
APR 16 1965
FOR FILING
2-1106
6625

Prefix No. 7-1470

NOTED
R. L. PORTER

LOCATION PROSPECTUS
STERNS RANCH-SOUTH SECTION
CROOKED RIVER HIGHWAY
CROOK COUNTY

HIGHWAY: Crooked River, State Primary No. 14, Federal-aid Secondary No. 21

TERMINI: Northerly terminus is at M.P. 6.00, which M.P. is 5.56 miles south of the Prineville city limits. The southerly terminus is at M.P. 11.00, which point is 1.76 miles south of Swartz Canyon County Road.

LENGTH: 5.0 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and the construction of an oil mat surface on existing alignment. Soils investigations will be conducted. This project is on the 1965 State Construction Program.

CHARACTERISTICS: Existing ADT 70; projected ADT 125.

STANDARDS: Class "E".

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

BASE DESIGN: Tentative for construction:

	New Work	Over Existing
Surfacing	1-1/4" 0-11 Oil Mat	1-1/4"
Top Course Base	2 " Level	
Bottom Course Base	12 " Crushed Base	
Total Depth	15-1/4"	

MATERIAL: Sources of material will be located and referenced to this project during the survey.

ADDITIONAL FACILITIES: No railroad crossings. Existing Bridge at M.P. 6.32, H.C. 19 feet. Irrigation ditch crossing M.P. 9.93, H.C. 18'8".

ACCESS: No changes

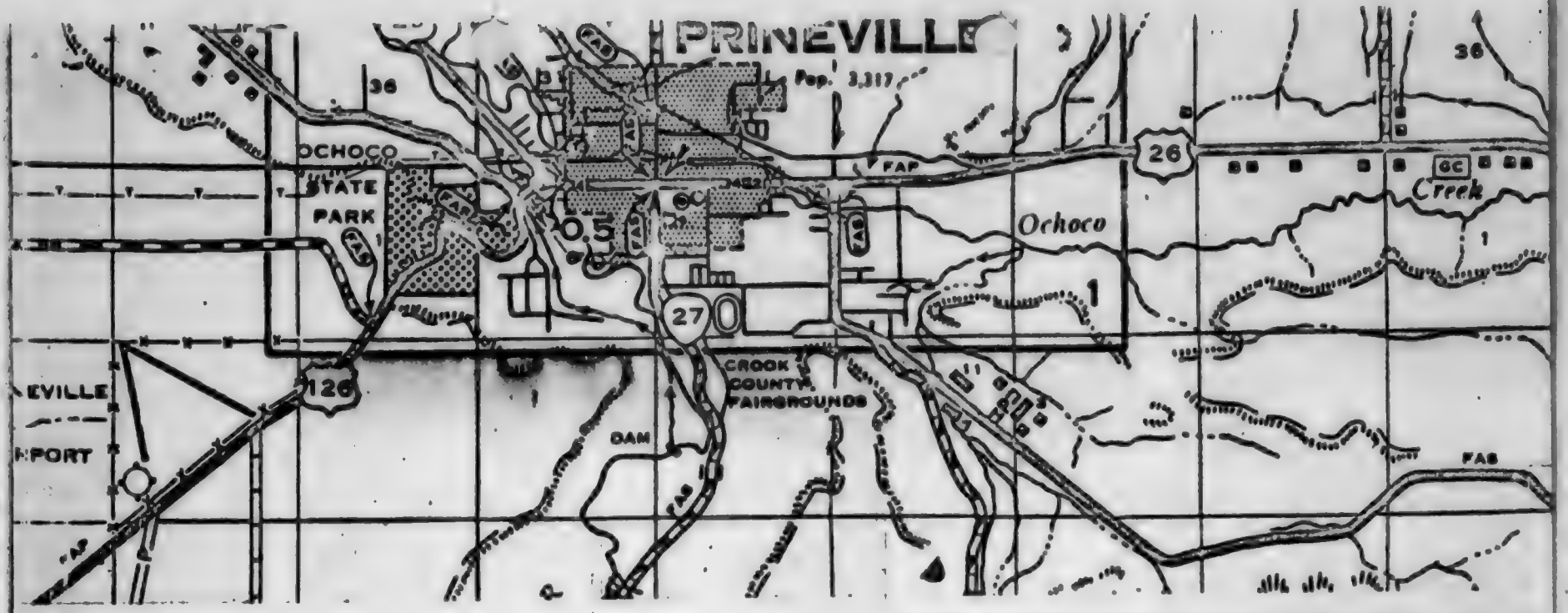
AGREEMENTS: None required.

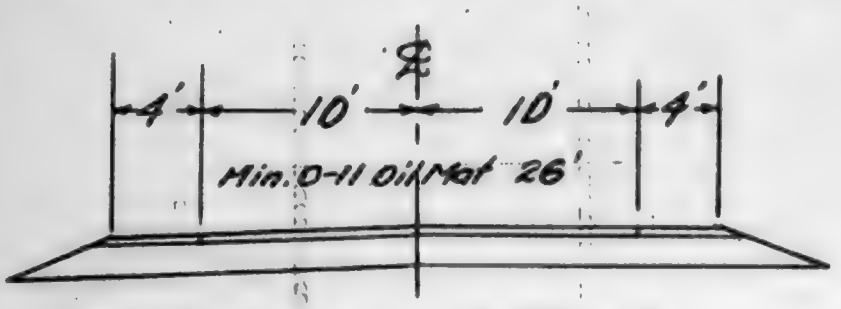
PARKS: None affected.

RECEIVED
APR 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

April 12, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



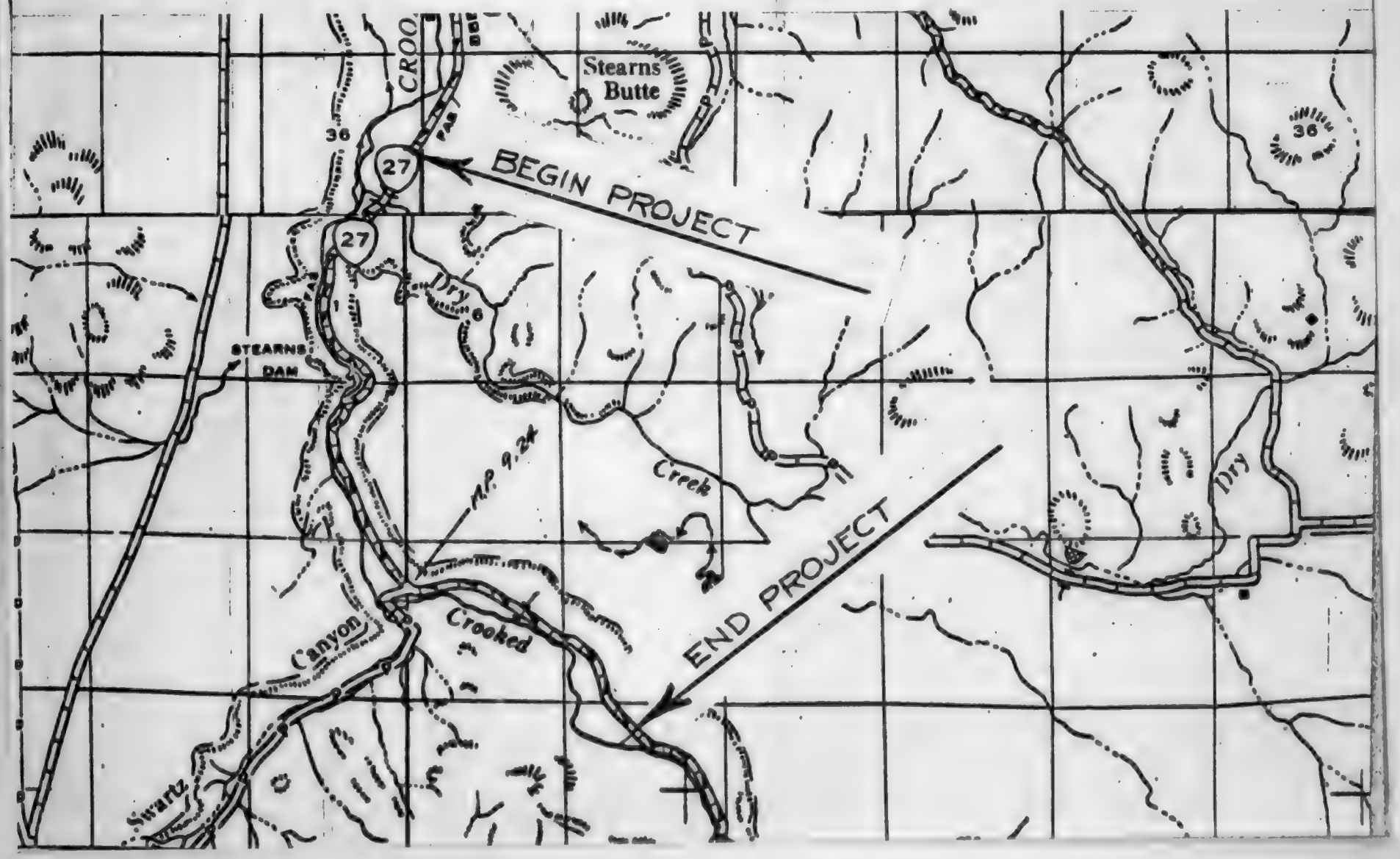


TYPICAL SECTION

PROSPECTUS MAP
STERNS RANCH - SOUTH
CROOKED RIVER HWY.

CROOK COUNTY

1"=1 Mile 1965



S-416(2) Deschutes Co. Rds. Sec. of 1965
10 FAS Rts. (Oiling)
#6626

(illegible)

No 1892

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87475

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-29-66	CC 1005	

CREDIT DISTRIBUTION

509-1070-247 $1,07[illegible].58
509-1071-247 $2,082.01
509-1072-247 $4[illegible].19

- Deschutes County
- Courthouse
- Bend, Oregon

Attn: County Court

6626

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Deschutes County Roads Oiling, 10 FAS routes. Covered by agreement dated April 2[illegible], 1965.			
County advance deposit		11,3[illegible].00	
less amount previously transferred		[illegible],3[illegible].00	
			5,000.00
County share construction cost		12,5[illegible].78	
less amount previously transferred		9,3[illegible].00	
			3,245.78
Refund Due County			1,754.22

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt with Request [illegible]

RECEIVED
MAR 29 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

STATE COPY

Monthly transaction number: 12.8.36	FORM PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12/20/65	County: Deschutes
		Project number: S-416(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 9, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 5,292.

Revised Federal funds $ 3,357.84

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

BY L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

RECEIVED

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-416(2)

PROJECT REPORT NO.: S-416 (2) 4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 927 S. 0.75 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.750
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,277.00	$ 2,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. Kloboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-416(2)

VISBERG ROAD SECTION OF COUNTY FAS

ROUTE 659 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 1.70 to MP 2.45)(Contract No. 6626)

Watering	26 M-gal.	3.00	78.00
Preparation of Old Roadbed	0.75 mile	200.00	150.00
Aggregate in Prime Coat	30 cu.yd.	5.70	171.00
Hauling and Placing Aggregate in Prime Coat	47 cu.yd.	3.00	141.00
MC-250 Asphalt in Prime Coat	19 ton	45.00	855.00
Aggregates in Asphalt Macadam	110 cu.yd.	5.70	627.00
200-300 Asphalt in Asphalt Macadam	30 ton	43.00	1,290.00
Hauling and Placing Aggregate	180 cu.yd.	3.00	540.00
			$ 3,852.00
Flagging (57½$ of Contractor's Cost)	All Required		37.50
	Subtotal		$ 3,889.50
	10% Engr. & Cont.		387.50
	Total		$ 4,277.00

Length of Project - - - - - - - - - - - - - 0.75miles
Cost of Roadway per mile- - - - - - - - - $5,702.67

Federal Funds		$ 2,700.00
State Funds		788.50
County Funds		788.50
Total - - - - - - - - - - - - -

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OCT 12 1965
FOR FILING

S-416(2)

6626

October 12, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6626 awarded to Herten Construction Company for oiling on the Deschutes County Roads (10 FAS Routes) in Deschutes County was completed on September 1, 1965, and accepted by the Highway Commission on October 11, 1965.

Final payment in the amount of $3,710.19 will be released to the contractor after October 19, 1965. The total contract amount is $63,334.63 including $753.14 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Herten Construction Company
P.O. Box 11312
Portland, Oregon 97211

L. H. Young
C. H. Maison
Attn: John Herr

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FOR FILING
S-416 (2)
6626

October 11, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1965, on Contract No. 6626. The contract was with Morton Construction Company and was for oiling on Deschutes County Roads System of Ten (10) FAS routes in Deschutes County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 11, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

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Routing
Morgan
Decker
Bond

Various FAS-C
Deschutes Co.

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SEP 23 1965
CONSTRUCTION DIVISION

Smith
Scott
Wills
Litchfield
Olsen

NOTED
R. H. PRANGE

C-416-J
6626

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 20, 1965

SUBJECT: Final Inspection F.A.S. Projects 892,931,659,927,930,893, 929,928, 926,903. Contract No. 6626

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
[illegible] TARWELL

Herewith copy of a letter of acceptance from D. L. Penhollow, Deschutes County Judge, for subject projects. You will note that they are accepting the projects although they are not entirely satisfied with the smoothness of the surfacing.

We received a complaint from Judge Penhollow on August 10th, stating that they felt that several of the units were improperly prepared prior to the application of the binder course. I investigated and learned that on one of the units the inspector had shot the binder against the instructions of the Resident Engineer, before the cinder base had been properly tied together. Prior to the oiling, the binder failed and it was necessary to re-shoot. The other units which were not completed at that time were being prepared in a satisfactory manner.

To give you the background on this project, the County was to construct the base surfacing up to the binder course and the oil mat. Most of this surfacing consisted of cinders, and also, we had a preparation of base item. The cinders were in such a ravelled condition that it required more work than is expected of our specifications for preparation of roadbed. It was necessary for the contractor to re-process to a depth of from two to six inches of this material before he could place the binder. At that time, I instructed the Resident Engineer that if this condition existed on any of the remaining units, that he was to contact the County and have them re-process the roadbed to their satisfaction. County Roadmaster, Charles Plummer, indicated that he did not agree with this decision and that he felt that this was the contractor's responsibility. As it turned out, the County was not required to re-do any of the work.

In my opinion, we face an unsatisfactory situation if we continue to let contracts for Deschutes County on this basis, and would recommend that any future project require the placement of a minimum of three inches of crushed leveling course prior to binding and placing the oil mat. Also, I request that a disinterested party from your office and a representative of the Bureau of Public Roads

NOTED
F. B. KLABOE

NOTED
W. R. JONES

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SEP 23 1965
ENGINEER
COUNTY & CITY DIVISION

make a final inspection of these projects to make their own determination of the acceptability of this work.

J. F. Putnam
Division Engineer

JFP:me
Encl.
cc: R. H. Clark
Deschutes County Road Department

Power Pole
Telephone or Telegraph Poles
Marsh

M. K. McIver Chairman
nneth N. Fridley Commissioner
enn L. Jackson Commissioner

APPROVED:

FAS & Various
Deschutes Co.

September 16, 1965

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. J. M. Putnam, Division Engineer
Division 4
Oregon State Highway Department
Bend, Oregon

Re: Final inspection F.A.S.
Projects: 892, 931, 699, 927,
930, 893, 929, 928, 926, 903.
Contract #6626 Horton
Construction Company.

Dear Sir:

Please be advised that on September 9, 1965, the County Court, along with the County Roadmaster and Mr. Robert Clark, Resident Engineer, inspected all the above mentioned F.A.S. Roads.

The over-all appearance of these projects is satisfactory, but all of them have the same characteristic of being rough and uneven. We feel that this is due to the manner in which the base material was prepared prior to oiling.

With this reservation, we will accept these projects.

Very truly yours,

DESCHUTES COUNTY COURT

D. L. Penhollow
COUNTY JUDGE

dj

cc. Deschutes Co. Road Dept.
A. W. Parsons, Div. Engineer
Bureau of Public Roads
H. S. Cox
City and County Relations
Oregon State Highway Dept.

NOTED
V. R. JONES

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SEP 20 1965
ENGINEER
COUNTY & CITY DIVISION

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Deschutes County Roads		WEEK ENDING: Sept. 4, 1965
		SECTION PREFIX: 509-1070, 509-1071, 509-1072
HIGHWAY: 10 FAS Routes		COUNTY: Deschutes
NAME OF JOB: Deschutes County Roads	KIND OF WORK: Oiling	
CONTRACTOR: Horton Construction Co.	CONTRACT NUMBER: 6626	FEDERAL AID PROJECT NUMBER: S-535(1) thru S-543(1) & S-416(2
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: July 20, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $71,463.37	SPECIFIED COMPLETION DATE: Sept. 16, 1965	PERCENT OF TIME ELAPSED: 80
EXCLUSIVE OF ENGINEERING: $66,381.53	ENGINEERING AUTHORIZATION: $5,081.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $63,520.17	ENGINEERING COST TO DATE: $4,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION 80 %	DATE PROJECT WAS COMPLETED: August 31, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				11.737	
MILES PARTIALLY COMPLETED					
MILES COMPLETED				11.737	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				5990CY 800T	
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				6541CY 721.09T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK:

1 Broom, 1 Roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear		0	
TUESDAY	"		0	
WEDNESDAY	"		0	
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Brooming & Rolling
TUESDAY	Brooming & rolling.
WEDNESDAY	Moving out equipment
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete. Semifinal estimate submitted to Division Office 9-3-65.

Final Report.

SIGNED P H Clark LOCATION Bend

Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F21S

RECEIVED
JUL 30 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9-43-G

PROJECT REPORT NO.
S-416(2)
6626

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-10-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-541(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 928 to Jc. FAS 928

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laroe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. S-541(1)

BITUMINOUS ROAD SECTION ON COUNTY FAS

ROUTE 929 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 1.0) (Contract No. 6626)

Watering	34 M-gal.	3.00	$ 102.00
Preparation of Old Roadbed	1.0 mile	200.00	200.00
Aggregate in Prime Coat	39 cu. yd.	5.70	222.30
Hauling and Placing Aggregate in Prime Coat	63 cu. yd.	3.00	189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00	1,170.00
Aggregates in Asphalt Rhoadway	145 cu. yd.	5.70	826.50
200-300 Asphalt in Asphalt Rhoadway	39 ton	43.00	1,677.00
Hauling and Placing Aggregates	235 cu. yd.	3.00	705.00
			$5,091.80
Flagging (57½% of Contractor's Cost)	All Required		50.00
		Subtotal	5,141.80
		10% Engr. & Cont.	513.20
		Total	$5,655.00

Length of Project - - - - - - - - - - - - 1.000 mile
Cost of Roadway Per Mile - - - - - - - $5,655.00

Federal Funds - - - - - - - - - - - -

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

8-10-65

STATE
Oregon

COUNTY
Deschutes

PROJECT NO.
S-543(1)

PROJECT REPORT NO.
4

6626

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 555 2.0 Mi. N.W. Lapine S.E. 1.0

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. J. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XRX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-543(1)

DOWRANCE MEADOWS ROAD SECTION OF COUNTY FAS

ROUTE 931 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 1.0)(Contract No. 6626)

Watering	34 M-gal.	3.00	$	102.00
Preparation of Old Roadbed	1.0 mile	200.00		200.00
Aggregate in Prime Coat	39 cu.yd.	5.70		222.30
Hauling and Placing Aggregate in Prime Coat	63 cu.yd.	3.00		189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00		1,170.00
Aggregates in Asphalt Macadam	145 cu.yd.	5.70		826.50
200-300 Asphalt in Asphalt Macadam	39 ton	43.00		1,677.00
Hauling and Placing Aggregates	235 cu.yd.	3.00		705.00
			$	5,091.80
Flagging (57½$ of Contractor's Cost)	All Required			50.00
	Subtotal		$	5,141.80
	10% Engr. & Cont.			513.20
	Total		$	5,655.00

Length of Project - - - - - - - - - - - - - 1.0 miles
Cost of Roadway per mile - - - - - - - - $5,655.00

Federal Funds -	$ 3,500.00
State Funds -	1,077.50
County Funds -	1,077.50
Total	$ 5,655.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix 509-1070

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PROJECT TRANSACTION NO.

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-10-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-542(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 555 2.0 Mi. N.W. Lapine N. 2.65 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	2.650
*OTHER *(Specify)*		

FUNDS

In Lieu 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,887.00	$ 9,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. S. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-542(1)

DAY ROAD SECTION OF COUNTY FAS

ROUTE 930 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 2.65)(Contract No. 6626)

Watering	83 M-gal.	3.00	$	249.00
Preparation of Old Roadbed	2.65 mile	200.00		530.00
Aggregate in Prime Coat	102 cu.yd.	5.70		581.40
Hauling and Placing Aggregate in Prime Coat	166 cu.yd.	3.00		498.00
MC-250 Asphalt in Prime Coat	68 ton	45.00		3,060.00
Aggregates in Asphalt Macadam	390 cu.yd.	5.70		2,223.00
200-300 Asphalt in Asphalt Macadam	102 tons	43.00		4,386.00
Hauling and Placing Aggregate	625 cu.yd.	3.00		1,875.00
			$	13,402.40
Flagging (57½¢ of Contractor's Cost)	All Required			132.50
	Subtotal		$	13,534.90
	10% Engr. & Cont.			1,352.10
	Total		$	14,887.00

Length of Project - - - - - - - - - - - - - 2.65 miles
Cost of Roadway per mile - - - - - - - - $5,617.74

Federal Funds- -	$ 9,400.00
State Funds -	2,743.50
County Funds -	2,743.50
Total	$14,887.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix 509-1071

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
FOR BIDDING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. S-416(2) 4		COUNTY Deschutes
		PROJECT NO. S-537(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 855 to Cultus Lake

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	2.000
*OTHER *(Specify)*		

FUNDS Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,116.00	$ 7,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-537(1)

CULT'S LAKE ROAD SECTION OF COUNTY

FAS ROUTE 903 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 2.0)(Contract No. 6626)

Watering	63 M-gal.	3.00	$ 189.00
Preparation of Old Roadbed	2.0 mile	200.00	400.00
Aggregate in Prime Coat	75 cu.yd.	5.70	427.50
Hauling and Placing Aggregate in Prime Coat	126 cu.yd.	3.00	378.00
MC-250 Asphalt in Prime Coat	51 ton	45.00	2,295.00
Aggregates in Asphalt Macadam	295 cu.yd.	5.70	1,681.50
200-300 Asphalt in Asphalt Macadam	75 ton	43.00	3,225.00
Hauling and Placing Aggregate	470 cu.yd.	3.00	1,410.00
			$ 10,006.00
Flagging (57⅝ of Contractor's Cost)	All Required		100.00
		Subtotal	$ 10,106.00
		10% Engr. & Cont.	1,010.00
		Total	$ 11,116.00

Length of Project - - - - - - - - - - - 2.0 miles
Cost of Roadway per mile - - - - - - - $5,558.00

Federal Funds	$ 7,000.00
State Funds	2,058.00
County Funds	2,058.00
Total - - - - - - - - - - -

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AUG 20 1965

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING
8-101

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-9-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-536(1)

PROJECT REPORT NO.
S-41 (2)
4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 324 to Jc. FAS 693

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
*OTHER (Specify)		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By H H Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Admin. Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-536(1)

MARSH ROAD SECTION OF COUNTY FAS

ROUTE 893 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 1.0)(Contract No. 6626)

Watering	34 M-gal.	3.00	$	102.00
Preparation of Old Roadbed	1.0 mile	200.00		200.00
Aggregate in Prime Coat	39 cu.yd.	5.70		222.30
Hauling and Placing Aggregate in Prime Coat	63 cu.yd.	3.00		189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00		1,170.00
Aggregates in Asphalt Macadam	145 cu.yd.	5.70		826.50
200-300 Asphalt in Asphalt Macadam	39 ton	43.00		1,677.00
Hauling and Placing Aggregate	235 cu.yd.	3.00		705.00
			$	5,091.80
Flagging (57½ of Contractor's Cost)	All Required			50.00
		Subtotal	$	5,141.80
		10% Engr. & Cont.		513.20
		Total	$	5,655.00

Length of Project - - - - - - - - - - - - - 1.0 miles
Cost of Roadway per mile - - - - - - - - $5,655.00

Federal Funds	$	3,500.00
State Funds		1,077.50
County Funds		1,077.50
Total -	$	5,655.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 509-1071

RECEIVED
AUG 20 1965

STATE COPY

For Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-4-65

STATE
Oregon

COUNTY
Deschutes

PROJECT NO.
S-539(1)

PROJECT REPORT NO.
4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 657 to Jc. FAS 659

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
*OTHER (Specify)		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal Aid
Project No. S-539(1)

TOSHUPA ROAD SECTION OF COUNTY FAS

ROUTE 927 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (BP 0.0 to MP 1.0) (Contract No. 6626)

Watering	34 M-gal.	3.00	$ 102.00
Preparation of Old Roadbed	1.0 mile	200.00	200.00
Aggregate in Prime Coat	39 cu. yd.	5.70	222.30
Hauling and Placing Aggregate in Prime Coat	63 cu. yd.	3.00	189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00	1,170.00
Aggregates in Asphalt Macadam	145 cu. yd.	5.70	826.50
200-300 Asphalt in Asphalt Macadam	39 ton	43.00	1,677.00
Hauling and Placing Aggregates	235 cu. yd.	3.00	705.00
			$5,091.80
Flagging (57½ of Contractor's Cost)	All Required		50.00
	Subtotal		$5,141.80
	10% Engr. & Cont.		513.20
		Total	$5,655.00

Length of Project - - - - - - - - - - - - 1.000 mile
Cost of Roadway Per Mile - - - - - - - $5,655.00

Federal Funds -	$3,500.00
State Funds -	1,077.50
County Funds -	1,077.50
	$5,655.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 509-1070

STATE COPY

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FOR FILING

Form Approved; Budget Bureau No. 41-R2069

MONTELL TRANSACTION NO. 8-106

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-9-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-535(1)

PROJECT REPORT NO.: S-411( )4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 329 to Jc. FAS 324

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W Kloberdanz

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: W Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal-Aid
Project No. S-535(1)

CONNARD ROAD SECTION OF COUNTY FAS

ROUTE 892 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 1.0)(Contract No. 6626)

Watering	34 M-gal.	3.00	$ 102.00
Preparation of Old Roadbed	1.0 mile	200.00	200.00
Aggregate in Prime Coat	37 cu.yd.	5.70	222.30
Hauling and Placing Aggregate in Prime Coat	63 cu.yd.	3.00	189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00	1,170.00
Aggregates in Asphalt Macadam	145 cu.yd.	5.70	826.50
200-300 Asphalt in Asphalt Macadam	39 ton	43.00	1,677.00
Hauling and Placing Aggregate	235 cu.yd.	3.00	705.00
			$ 5,091.80
Flagging (57½$ of Contractor's Cost)	All Required		50.00
	Subtotal		$ 5,141.80
	10% Engr. & Cont.		513.20
	Total		$ 5,655.00

Length of Project - - - - - - - - - - - - 1.0 miles
Cost of Roadway per mile - - - - - - - - $5,655.00

Federal Funds	$ 3,500.00
State Funds	1,077.50
County Funds	1,077.50
Total - - - - - - - - - - - -

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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING
8-103

PROJECT REPORT NO.
4

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-9-65

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: S-538(1)

6626

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAS 782 S.E. 1.0 Mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: W R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-538(1)

MC CAFFREY ROAD SECTION OF COUNTY FAS

ROUTE 926 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 0.0 to MP 1.0)(Contract No. 6626)

Watering	34 M-gal.	3.00	$ 102.00
Preparation of Old Roadbed	1.0 mile	200.00	200.00
Aggregate in Prime Coat	39 cu.yd.	5.70	222.30
Hauling and Placing Aggregate in Prime Coat	63 cu.yd.	3.00	189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00	1,170.00
Aggregates in Asphalt Macadam	145 cu.yd.	5.70	826.50
200-300 Asphalt in Asphalt Macadam	39 ton	43.00	1,677.00
Hauling and Placing Aggregate	235 cu.yd.	3.00	705.00
			$ 5,091.80
Flagging (57½¢ of Contractor's Cost)	All Required		50.00
	Subtotal		5,141.80
	10% Engr. & Cont.		513.20
	Total		$ 5,655.00

Length of Project - - - - - - - - - - - - 1.0 miles
Cost of Roadway per mile - - - - - - - - $5,655.00

Federal Funds	$ 3,500.00
State Funds	1,077.50
County Funds	1,077.50
Total -	$ 5,655.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 509-1072

RECEIVED
AUG 20 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING
8-99

PROJECT REPORT NO.
4

6626

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-9-65

STATE
Oregon

COUNTY
Deschutes

PROJECT NO.
S-540(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. FAP-4 N. E. 1.0 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	1.000
*OTHER (Specify)		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,655.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal Aid
Project No. S-540(1)

PARRELL ROAD SECTION OF COUNTY FAS

ROUTE 926 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 3210
Roadway (MP 1.3 to MP 2.3) (Contract No. 6626)

Watering	34 M-gal.	3.00	$ 102.00
Preparation of Old Roadbed	1.0 mile	200.00	200.00
Aggregate in Prime Coat	39 cu. yd.	5.70	222.30
Hauling and Placing Aggregate in prime coat	63 cu. yd.	3.00	189.00
MC-250 Asphalt in Prime Coat	26 ton	45.00	1,170.00
Aggregates in Asphalt Mixedin	145 cu. yd.	5.70	826.50
200-300 Asphalt in Asphalt Mixedin	39 ton	43.00	1,677.00
Hauling and Placing Aggregates	235 cu. yd.	3.00	705.00
			$5,091.80
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$5,141.80
	10% Engr. & Cont.		513.20
	Total		$5,655.00

Length of Project - - - - - - - - - - - - 1.000 mile
Cost of Roadway Per Mile - - - - - - - $5,655.00

Federal Funds - - - - - - - - - - - -

FAS 892, 893 etc

NOTED
H. S. COX

August 3, 1965

NOTED
P. B. Arensmeier

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $14,300 for the Deschutes County Roads Oiling Section of various FAS Routes. Contract No. 6626 has been awarded to Horton Construction Company of Portland.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

V. R. Jones
Planning Engineer

VRJ:eb
Encls.

NOTED
V. P

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO 85132

RECEIVED
JUL 15 1965
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
7-15-65	CC 946	

CREDIT DISTRIBUTION

509-1070-297 $3,100.00
509-1071-297 $3,100.00
509-1072-297 $3,100.00

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

Deschutes County
Courthouse
Bend, Oregon

Attn County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			14,300.00
Partial transfer of advance deposit for the Deschutes County Roads Oiling. FAS's 892, 931, 927, 930, 893, 929, 928, & 903. Covered by agreement dated 4-20-65.			9,300.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

ith Request: $.....

P. .....

Jay Fao
892 or 893

NOTED
DON HARWELL

June 30, 1965

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
R.H. PRANGE

Gentlemen:

On June 29, a satisfactory bid was received from Horton Construction Company of Portland for constructing the Deschutes County Roads Oiling Section of various FAS routes. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$62,903.00
Flagging	620.00
12-1/2% Engineering & Contingencies	7,940.37
Estimated Total Cost.....	$71,463.37

County Advance Deposit:

20% of $71,463.37 = $14,292.67 or say $14,300.00

Please make this advance deposit in the amount of $14,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
AUG 13 1965
FOR FILING

S-416(2)

6626

July 8, 1965

Morton Construction Company
P. O. Box 11312
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for oiling the Deschutes County Road Section of 10 FAS Routes for the sum of $62,903.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Later in the day those conditions were satisfied and the State Highway Engineer awarded you the project which has been assigned Contract No. 6626.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

FW:go

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
H. G. Savage (SIAC)

RECEIVED
JUN 24 1965
FOR FILING

S-416(2)

6626

MISC. CONTRACTS and AGREEMENTS No. 2842

Salem, Oregon
June 21, 1965

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County and City Div.

Construction-Finance Agreement
Deschutes County Roads Oiling
Ten FAS-C Routes
Projects S-416(2) and S-535(1) thru
S-543(1)

Attached is a partially signed copy of a construction-finance agreement with Deschutes County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Deschutes County Count.

Secretary

rm
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
FAS 892, 893, 903, 926, 927,

Page 1 of 3 Pages

Section 9 COUNTY ROADS Highway 926, 929, 930, & 931 County DESCHUTES Prefix

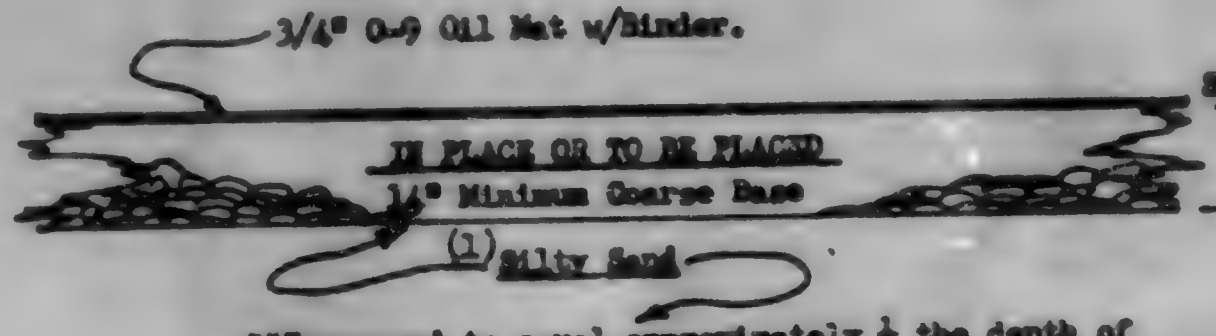
Res. Engr. R. H. Clark Approx. Length 12.5 Miles. Sta. to Sta. Date 5-28-65

Truck A.D.T. * Traffic Coefficient * 18 kip s.a. per day * See attached sheet.

Annual Precipitation 11" Frost Penetration 28"-30"±.

(1)

Typical Soil
28 LL
0 PI
95 %P 10
20 %P200
5 %Gravel
28 %C Sand
48 %F Sand
16 %Silt
3 %Clay
51 "R" Value (Corrected)



State Project 9 Deschutes County

CBR Total Req.	Units	Actual Thick.	
	3/4	3/4	0-9
IN PLACE OR TO BE PLACED			
	14	14	Min. Coarse Base
**15	14 3/4	14 3/4	

**Increased to equal approximately ⅓ the depth of reported frost penetration, as subgrade samples tested were frost susceptible.

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED JUN 10 1965

S-4161

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

ROUTED F. B. KLABOE

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

Traffic Analysis
Design Period 20 Years
Number of Lanes 2

FAS No.	Present ADT	Future ADT	Mean ADT	% Trucks	Trucks in design lane	Traffic Coefficient
892	40	70	110	8	4	5.5
893	30	60	45	8	2	5.1
903	150	220	120	8	5	5.7
926	150	300	225	25	28 (Logging)	7.0
927	100	180	140	8	6	5.8
928	130	250	190	8	8	6.0
929	80	150	115	8	5	5.7
930	85	170	128	15	10 (Logging)	6.2
931	50	75	63	8	3	5.4

SECTION: 9 COUNTY ROADS
HIGHWAY: FAS 892, 893, 903, 926, 927, 928, 929, 930, & 931
COUNTY: DESCHUTES

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A_2C_2 or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Deschutes County will place the base thru level course and requested the State to contract the oiling.

RECEIVED
JUN 25 1965
FOR FILING
(Unit 8-4116(2)
RIW
Co. R. 6626

May 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for ten projects, Item Nos. 938 thru 939, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Department and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	30 (66)	50 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	920 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69) (69)	(70)	(71)	(72) (73)	(74) (75)	S 14 23	416(2) 7 13		(24) (28)	27

COUNTY NAME	CODE	PROGRAM STAGE
Deschutes	017 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	659 (32)	Co.Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Two 11' lanes 0-9 oil mat surface. (County to construct 3' cinder shoulders.)
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
0.75	5,000	3,000	1,000	1,000 (County)	
0.75	5,000	3,000	1,000	1,000 (County)	
(16)	(23) (24)	(33)			

REMARKS Additional Data - Item 594, Project S-416(1)
Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48908-P61

VOSBERG ROAD SECTION

PROJECT NO. S-416(2)

Existing Facilities

Cinder base 28' wide constructed by County. Alignment is all tangent in level land.

Adjacent Sections

North End: 20' oil wearing surface, 3' shoulders.
South End: 20' oil wearing surface, 3' shoulders.

Project Data

Construct an O-9 oil mat wearing surface 22' in width. County will construct 3' cinder surfaced shoulders.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Level irrigated farmlands. Hay and potatoes. Farm to market. School bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	Co.Rd. Jc. FAS 324 to Jc. FAS 693	ADT	PRESENT	30	FUTURE (66)–(70)	60	YEAR (71)–(72)	85				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	Low Type Surface	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)		PL. AUTH Y/ (74)–(75)	
CARD 4	CLASS OF FEDERAL FUNDS	Secondary											COUNTY NAME	Deschu		
	NAME OF URBAN AREA 17-31												ROUTE NO.	S	FEDERAL-AID	893

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
	(1-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					**PE**		Co.Rd. Jc. FAS 324 to Jc. FAS 693 (Marsh Road Section)			
5					**ROW**					
5					**CONST** (CODE)			1.0	7,000	4,200
							PROJECT TOTALS	1.0	7,000	4,200

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16)–(23) (24)–(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		30	60	85	08	Oregon	35	022	922

TE	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						S	536(1)			

COUNTY NAME	CODE	PROGRAM STAGE
Deschutes	017	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	893	Co.Rd.	

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
4 to on)						Two 11' lanes 0-9 oil mat surface. (County to construct 3' shoulders).
						ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
	1.0	7,000	4,200	1,400	1,400 (County)	
ECT ALS	1.0	7,000	4,200	1,400	1,400 (County)	

REMARKS: Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48908-P61

MARSH ROAD SECTION

PROJECT NO. S-536(1)

Existing Facilities

28' cinder base constructed by County.

Adjacent Sections

East End: FAS 693
West End: FAS 324

Project Data

Construct an O-9 oil mat wearing surface 22' wide. County will surface 3' shoulders. Alignment is all tangent.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or complicated situations: None

Route Data

Level irrigated farmland - hay, potatoes and dairying. Farm to market. School bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION *(45 typewriter spaces)* (21–68): Co.Rd. Jc. FAS 329 to Jc. FAS 324			ADT	PRESENT: 40	FUTURE (66)–(70): 70	YEAR (71): 8				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* (28–62): Low Type Surface	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)				
CARD 4	CLASS OF FEDERAL FUNDS: Secondary						COUNTY NAME: Desch					
	NAME OF URBAN AREA (17–31)						ROUTE NO. S	FEDERAL-AID: 892				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53	Co.Rd. Jc. FAS 329 to Jc. FAS 324 (Connarn Road Section)	(54)–(58)	(59)–(66)	(67)–(7
5					PE					
5					ROW					
5					CONST (CODE)			1.0	7,000	4,200
							PROJECT TOTALS	1.0	7,000	4,200

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		40 (66)	70 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	921 (14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
						PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14	S 23 7	535(1) 13	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Deschutes	017 (14) (16)	1 OR [x] 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	S	892 (32)	Co. Rd. (36) (37)	(41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (56)	(59) (66)	(67) (76)			
ion)						Two 11' lanes 0-9 oil mat surface. (County to construct 4' shoulders).
						ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
	1.0	7,000	4,200	1,400	1,400 (County)	
CT S	1.0	7,000	4,200	1,400	1,400 (County)	
		(16) (23)	(24) (33)			

REMARKS: Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48908-P61

CONNARN ROAD SECTION

PROJECT NO. S-535(1)

Existing Facilities

Cinder base 30' wide constructed by County.

Adjacent Sections

East End: FAS 324
West End: FAS 329

Project Data

Construct an O-9 oil mat wearing surface 22' in width. County will construct 4' shoulders. Alignment is all tangent.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: In process
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Through level irrigated farmlands. Alfalfa and potatoes. Farm to market, school bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)
	1	Co.Rd. Jc. FAS 855 to Cultus Lake			150	270	8

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUT (74)
	Low Type Surface							

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Secondary		De
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AI 903

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1										
5					**PE**		Co.Rd. Jc. FAS 855 to Cultus Lake (Cultus Lake Road Section)			
5					**ROW**					
5					**CONST** (CODE)			2.0	10,000	6,000
							PROJECT TOTALS	2.0	10,000	6,000

CARD	CODE		
1	1	PREPARED BY	
1	14 -	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		150 (66)	270 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	923 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	T. Projects Only POST MI. (24) (26)	DESIG. 27
						S	537(1)			

	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Deschutes	017	

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)	
S	903	Co.Rd.		1 OR X 2

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Two 11' lanes 0-9 oil mat surface. (County to construct 4' shoulders).
	2.0	10,000	6,000	2,000	2,000 (County)	ROW - 60' minimum; Access Control - none; Parking Restriction - none.
	2.0	10,000	6,000	2,000	2,000 (County)	

(16) (23) (24) (93)

REMARKS: Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48905-P61

CULTUS LAKE ROAD SECTION

PROJECT NO. S-537(1)

Existing Facilities

30' wide cinder base constructed by County.

Adjacent Sections

East End: FAS 855
West End: End of route at forest camp.

Project Data

Construct 22' wide O-9 oil mat wearing surface. County will surface shoulders 4' wide.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Road serves forest camp and recreational area. Recreational traffic.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21	Co.Rd. Jc. FAS 782 SE 1.0 Mi. 68	ADT	PRESENT	150	FUTURE (66)	300	YEAR (70)(71)(72)	85		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	Low Type Surface 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR. (74)(75)				
CARD 4	CLASS OF FEDERAL FUNDS	Secondary						COUNTY NAME	Desc				
	NAME OF URBAN AREA 17-31							ROUTE NO.	S	FEDERAL-AID	926		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(55)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)(76)
1	(14-15)	(16)	41	42						
5					PE		Co.Rd. Jc. FAS 782 E. 0.5 mi. then S. 0.5 mi. (McCafferty Road Section)			
5					ROW					
5					CONST (CODE)			1.0	7,000	4,200
							PROJECT TOTALS	1.0	7,000	4,200

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
08	ADT	150 (66)	300 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	924 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	S 14 23	538(1) 7 13		(24) (26)	27

COUNTY NAME: Deschutes — CODE: 017 (14) (18)

ROUTE NO. S — FEDERAL-AID: 926 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Two 11' lanes 0-9 oil mat surface. (County to construct 4' shoulders).
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
1.0	7,000	4,200	1,400	1,400 (County)	
1.0	7,000	4,200	1,400	1,400 (County)	
	(16) (23)	(24) (33)			

REMARKS: Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

MCCAFFERTY ROAD SECTION

PROJECT NO. S-538(1)

Existing Facilities

30' cinder base constructed by County.

Adjacent Sections

North End: FAS 782
South End: 20' bituminous surface, 4' shoulders.

Project Data

Construct an O-9 oil mat wearing surface 22' wide. County will surface shoulders 4' wide.

Right of Way: 60' minimum
Access Control: None
RR Xing: 1 three-track crossing, 2 advance warning signs, 2 crossbucks
Minimum Design Standards: There is a bridge 16' wide and 35' long over an irrigation canal. It will be signed as narrow bridge. A sharp curve where the route turns south will be a 'T' road intersection in this subdivided area.
System Action: In process
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Industrial and residential area. Some small farms, Suburban residential traffic, lumber and log hauling.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)	(71)
	1	Co.Rd. Jc. FAS 657 to Jc. FAS 659			100	180	8	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	(73)	PL. AUT (74)
	Low Type Surface								
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME		
	Secondary						Desc		
	NAME OF URBAN AREA 17–31						ROUTE NO.	S	FEDERAL-AI
									927

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1							Co.Rd. Jc. FAS 657 to Jc. FAS 659 (Vosberg Road Section)			
5					PE					
5					ROW					
5					CONST (CODE)			1.0	7,000	4,200
								1.0	7,000	4,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(55)		100	180 (66) (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	925 (14) (18)

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
						S	539(1)			

COUNTY NAME: Deschutes — CODE: 017 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 927 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Two 11' lanes 0-9 oil mat surface. (County to construct 3' shoulders).
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
1.0	7,000	4,200	1,400	1,400 (County)	
1.0	7,000	4,200	1,400	1,400 (County)	

ESTIMATED PROJECT COST BY PHASES

(16) (23) (24) (33)

REMARKS: Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 46905-P61

VOSBERG ROAD SECTION

PROJECT NO. S-539(1)

Existing Facilities

Cinder base 28' wide constructed by County. Alignment all tangent. Land is level.

Adjacent Sections

North End: FAS 657
South End: 30' cinders (to be oiled 22' wide with 3' shoulders).

Project Data

Construct a 22' wide O-9 oil mat wearing surface. Shoulder 3' wide to be surfaced with cinders by County.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Runs through level irrigated farmlands raising alfalfa and potatoes. Farm to market and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): Co.Rd. Jc. FAP-4 N.E. 1.0 Mi.	ADT	PRESENT: 130	FUTURE (66–70): 250	YEAR (71): 85						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Low Type Surface	NATL. FOREST (63–65)	FH ROUTE NO. (66–69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72–73)	PL. AUTH (74)				
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	NAME OF URBAN AREA (17–31)	COUNTY NAME: Desch	ROUTE NO. S	FEDERAL-AID 928							

CARD 5	LINE NO. (1–4 5)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67–)
1										
5					PE		Co.Rd. Jc. FAP-4 2.6 mi. S of Bend NE 1.0 mi. (Parrell Road Section)			
5					ROW					
5					CONST (CODE)			1.0	7,000	4,200
							PROJECT TOTALS	1.0	7,000	4,200

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPM CODE	ITEM NO.
(65)		130	250 (66) (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	926 (14) (18)

F (68)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						S	540(1)			

COUNTY NAME: Deschutes — CODE: 017 (14) (16)

ROUTE NO. S — FEDERAL-AID: 928 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Two 11' lanes 0-9 oil mat surface. (County to construct 4' shoulders).
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
1.0	7,000	4,200	1,400	1,400 (County)	
1.0	7,000	4,200	1,400	1,400 (County)	

ESTIMATED PROJECT COST BY PHASES (16) (23) (24) (33)

REMARKS: Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 46905-P61

PARRELL ROAD SECTION

PROJECT NO. S-540(1)

Existing Facilities

30' cinder base constructed by County.

Adjacent Sections

North End: 20' bituminous surface, 4' shoulders
South End: FAP-4

Project Data

Construct an O-9 oil mat wearing surface 22' wide. County will surface shoulders 4' wide.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: None
System Action: In process
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Business and residential area. Golf course and Forest Service Headquarters buildings. School bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (68)–(70)	YEAR (71)
CARD 2	1	Co.Rd. Jc. FAS 928 to Jc. FAS 928	ADT	80	150	85

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
CARD 3	Low Type Surface							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Deschu
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 929

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (17-40)	WORK CLASS (41)	WORK TYPE (42)	STEP (43–46)	TERMINI *(Full description)* (53)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1										
5						PE	Co.Rd. Jc. FAS 928 0.5 mi. S. of Bend S. 0.5 mi. then W. 0.5 mi. to Jc. FAS 928 (Benham Loop Section)			
5						ROW				
5						CONST (CODE)		1.0	7,000	4,200
								1.0	7,000	4,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	80	150	85	08	Oregon	35	022	927

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S	541(1)			

COUNTY NAME: Deschutes — CODE: 017

ROUTE NO. S — FEDERAL-AID: 929 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Two 11' lanes 0-9 oil mat surface. (County to construct 3' shoulders).
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
1.0	7,000	4,200	1,400	1,400 (County)	
1.0	7,000	4,200	1,400	1,400 (County)	

ESTIMATED PROJECT COST BY PHASES

REMARKS: Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48908-P61

BENHAM LOOP SECTION

PROJECT NO. S-541(1)

Existing Facilities

Cinder base 30' wide constructed by County.

Adjacent Sections

North End: FAS 928
South End: FAS 928

Project Data

Construct an O-9 oil mat wearing surface 22' wide; 3' shoulders to be surfaced by the County.

Right of Way: 60 minimum
Access Control: None
RR Xing: None
Minimum Design Standards: This route runs through subdivided area and all curves will be 'T' road intersections.
System Action: In process
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Runs through suburban residential area in level country. Residential traffic, school bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
(65)		85 (66)	170 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	928 (14) (18)

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	S 14 23	542(1) 7 13		(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Deschutes	015 (14) (18)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	930 (32)	Co. Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.0 (54) (58)	(59) (66)	(67) (76)			Two 11' lanes 0-9 oil mat surface. (County to construct 4' cinder shoulders).
5					
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
2.65	19,000	11,400	3,800	3,800 (County)	
2.65	19,000	11,400	3,800	3,800 (County)	
	(16) (23)	(24) (33)			

REMARKS: Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48905-P61

DAY ROAD SECTION

PROJECT NO. S-542(1)

Existing Facilities

30' wide cinder base constructed by the County. Alignment is all tangent and the country is flat.

Adjacent Sections

North End: 18' light gravel
South End: FAS 555

Project Data

Construct an O-9 oil mat wearing surface 22' wide. County will place cinder surface on shoulders 4' wide.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: In process
Public Hearing: None required
Unusual or Complicated Situations: None

Route Data

Road runs through level timbered country. Some cattle ranching and several summer homes. Farm to market, minor log hauling. School bus and mail route.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65			ADT	PRESENT	FUTURE (66)	YEAR (70)(71)					
	1	Co.Rd. Jc. FAS 555 2.0 mi. NW Lapine SE 1.0 mi.				50	75 tra	85					
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25 62			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)			
	Low Type Surface												
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME				
	Secondary								Deschu				
	NAME OF URBAN AREA 17-31								ROUTE NO. S	FEDERAL-AID 931			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					PE		Co.Rd. Jc. FAS 555 2.0 mi. NW Lapine SE 1.0 mi. (Dorrance Meadows Road Section)			
5					ROW					
5					CONST (CODE)			1.0	7,000	4,200
								1.0	7,000	4,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (22)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		50 (66)(70)	75	85 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	929 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	S (14 23)	543(1) (7 13)		(24) (26)	27

COUNTY NAME: Deschutes — CODE: 017 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 931 (32) — STATE: Co.Rd. (36)(37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Two 11' lanes 0-9 oil mat surface. (County to construct 4' cinder shoulders).
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
1.0	7,000	4,200	1,400	1,400 (County)	
1.0	7,000	4,200	1,400	1,400 (County)	
	(16) (23)	(24) (33)			

REMARKS: Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48905-P61

DORRANCE MEADOWS ROAD SECTION

PROJECT NO. S-543(1)

Existing Facilities

Cinder base 30' in width constructed by County. Alignment is all tangent.

Adjacent Sections

North End: FAS 555
South End: 18' light gravel, 2' shoulders

Project Data

Construct an O-9 oil mat wearing surface 22' in width. County will construct 4' cinder surfaced shoulders.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimum Design Standards: No exceptions
System Action: In process
Public Hearing: None
Unusual or Complicated Situations: None

Route Data

Flat timberland. Many summer homes - some cattle ranching. Recreational, minor log hauling and farm to market traffic. School bus and mail route.

13. 6/29/65

May 6, 1965
(date)

NOTED
H. S. COX

Deschutes County Court
Courthouse
Bend, Oregon

Attention: Hon. D. L. Penhollow

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DAN [illegible]

Highway FAS Routes 892, 913, 927, 930, 893, 929, 928, 926, and 903

Section Deschutes County Roads: Oiling

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 13 1965
ENGINEER
COUNTY & CITY DIVISION

May 7, 1965
(date)

By D. L. Penhollow

By V. J. Baker
Commissioner

By G. H. McCann
Commissioner

Copy to Young

4-9-65

DESCHUTES COUNTY
PROPOSED PROJECTS (1966 FAS-C Funds)

The following projects all require an 0-9 oil mat 22' in width. The county will do all grading work and place base surfacing and crushed stone shoulders 4' in width. All sections will be included in one contract.

FAS	County Road Name	Section	Length	Amount
892	Connarn	Gerking Rd.-Cline Falls Hwy.	1.0 mile	$ 7,000
931	Dorrance Meadows	Burgess Rd.-LaPine	1.0 "	7,000
927	Vosberg	Cox Road-Catlow Road	1.75 "	12,000
930	Day Road	Burgess Rd.-Vandervort Rd.	2.75	19,000
893	Marsh	Cline Falls Hwy.-White Rock Rd.	1.0	7,000
929	Benham Loop	Brosterhouse Rd.-Parrell Rd.	1.0	7,000
928	Parrell Extension	Brosterhouse Rd.-N.F.D. Rd.	1.0	7,000
926	McCafferty	Canal Blvd.-Antler Avenue	1.0	7,000
		Subtotal.....	10.5 miles	$73,000
~~903~~	Cultus Lake Road	Cultus Lake-Cascade Lakes Hwy., 22' 0-9, 4' crushed stone shoulders. Aggregate for the oil mat will be available in Forest Service stockpiles near the east end of the section and county will place the shoulders.	2.0 miles	10,000
		Total.....	12.5 miles	$83,000

HIWAY COMMISSION
APPROVED ON
APR 20 1965
APR 20 1965

65-c
4/9/65

FAS 930

RECEIVED
OCT 14 1964
ENGINEER
COUNTY & CITY DIVISION

Bend, Oregon
October 13, 1964

NOTED
R. H. PRANGE
NOTED
DON HARWELL

SUBJECT: Preliminary Soils & Matls. Report
Deschutes County F. A. S.
"Day Road"

930

TO: Mr. Dean Swift
Oregon State Highway Department
Division Engineer
Bend, Oregon

NOTED
R. H. PRANGE

Over-all length of proposed project: Approximately 2.5 miles.

BASE DESIGN INVESTIGATION

Sample data #A 10442 represents the completion of soil sampling for base design. Information required is for the most part shown on sample data sheets.

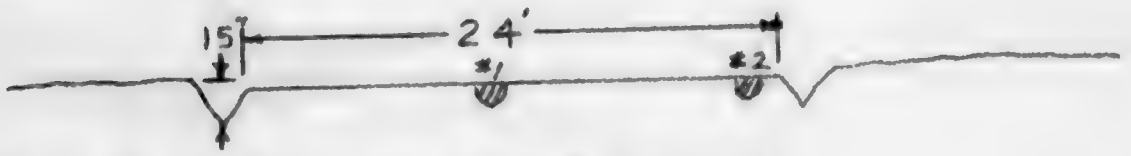
Drainage is generally good over the entire project since the native materials consist of a pumaceous soil overlying a fine gravel and sand mixture deposited in an old lake bed. Several shallow drainage ways are being developed on the plane like terrain with the resultant concentration of frost susceptable fines. These local lows will require a shallow fill and small culvert treatment to facilitate drainage during the spring thaw. No other drainage problems are anticipated. (area has extremely high ground water level in spring)

The following diagrams, & notes are submitted as aids in determining the credit to be allowed for the surfacing material presently in place.

M. P. 0.0 = Junctinn of "Day Road" & "Burroughs Road"
Direction of progression: Approximately North.

M. P. 0.0 - 0.6

N

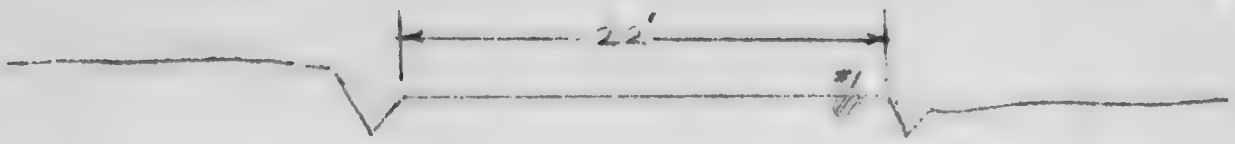


#1	0.0" - 3.0"	Sand & gravel (¾ - 0")	
	3.0" - ?	Sandy loam soil w/ pumice	
#2	0.0" - 6.0"	Sand & gravel (¾ - 0")	SAMPLED: Data#A 10440
	6.0" - ?	Sandy Loam Soil w/ pumice	

NOTED

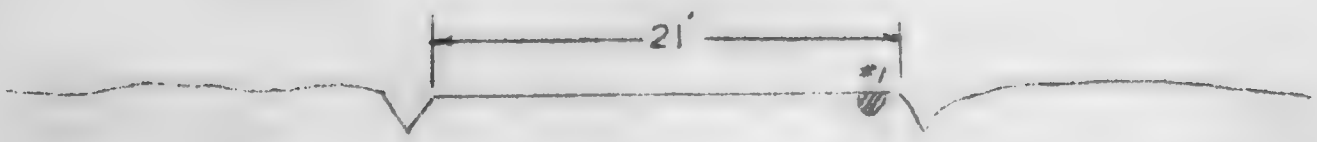
M. P. 1.10 N

(No surfacing -- graded -- native material in subgrade)



#1 0.0" - 12.0" Sandy loam soil w/ pumice SAMPLED: Data #A 10441
12.0" - ? Same as above

M. P. 2.24 N



#1 0.0" - 12.0" Sandy loam soil w/ pumice SAMPLED: Data #A 10442
12.0" - ? Same as above

What is belived to be the "typical soil" is represented by sample data sheets #A 10441 and #A 10442.

SOILS DESIGN INVESTIGATION

Standard slopes should prove to be satisfactory.

MATERIAL SOURCE INVESTIGATION

Data sheet #A 10440 and #A 10444 are representative of the base m material presently in place and also of what may be used as "Road Mixed A. C. treated base" to a depth of four inches (4") over seven inches (7") of pit run cinders to be processed with a grid roller.

The source of the fine gravel & sand mixture is the OSHD pit which is located 0.5 miles east of M. P. 165.21 on The Dalles - California Highway and is represented by Data sheet #A 10444. A sample of the cinders or the location of the proposed pit have not been obtained as of this date but will be forth coming in the near future.

(Proposed source of cinders is "Wake Butte" which is located in the SE¼SE¼, Section 14, T. 20 S., R. 9 E. of W. M., and is represented by Data Sheet #A 10898)

Elliott Parker

Elliott Parker
Division Geologist

cc: Constr. Engr.
County & City Rel.
Soils & Geology
Des. Co. Roadmaster
File

FAS 931

RECEIVED
OCT 14 1964
ENGINEER
COUNTY & CITY DIVISION

Bend, Oregon
October 13, 1964

NOTED
R. H. PRANGE

NOTED
DON HARWELL

SUBJECT: Preliminary Soils & Matls. Report
Deschutes County F. A. S.
"Dorrance Meadow Road"

TO: Mr. Dean Swift
Oregon State Highway Department
Division Engineer
Bend, Oregon

Over-all length of proposed project: Approximately 1.0 mile.

BASE DESIGN INVESTIGATION

Sample data #A 10441 (taken on "Day Road") represents the completion of soil sampling for base design. In formation required is for the most part shown on the data sheet. (Please note: The two projects are quite close together, and since the invironments are almost identical, the soil samples taken on "Day Road" are felt to be representative of that found on the Dorrance Meadow Road also.)

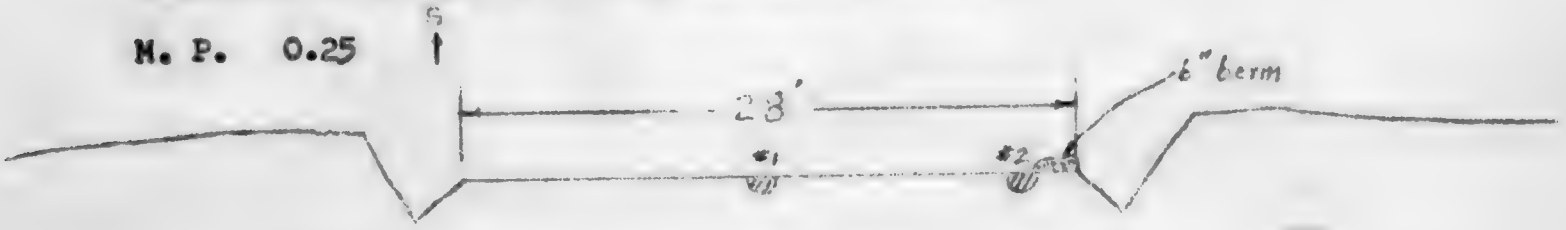
The general drainage picture is good but shallow drainage ways developeding on the nearly flat terrain will require a light fill and culvert treatment to aid in obtaining good surface runoff during the spring thaw.

The following diagrams and notes are submitted as aids in evaluating the credit to be given for the existing surfacing presently in place.

M. P. 0.0 = Junction of "Dorrance Meadow Road & Burrough's Road"

Direction of progression: Approximately South

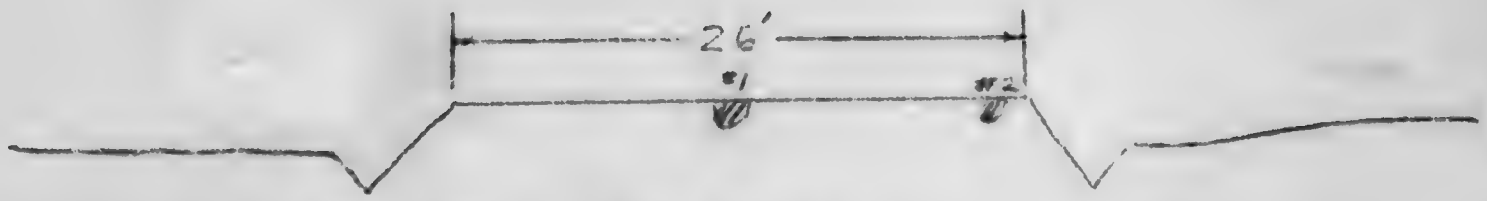
M. P. 0.25



#1	0.0" - 4.0"	Sand & Gravel mixture
	4.0" - ?	Sandy loam soil w/ pumice
#2	0.0" - 2.0"	Sand & gravel
	2.0" - ?	Sandy loam soil w/ pumice

S

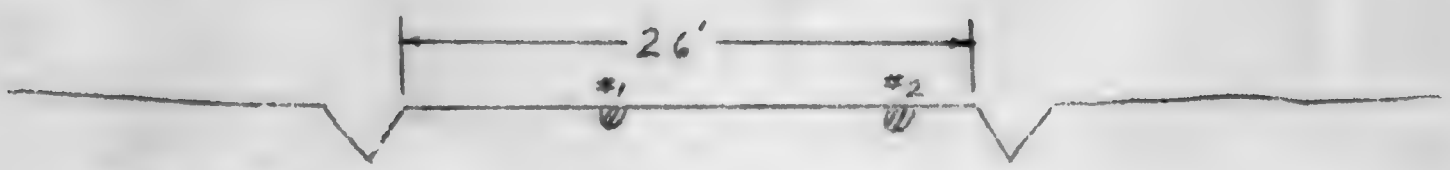
M. P. 0.5



#1	0.0" - 4.0"	Sand & gravel
	4.0" - ?	Sandy soil w/ pumice
#2	0.0" - 4.0"	Same as #1 SAMPLED: DATA#A 10443

S

M. P. 0.75



Depth check

#1	0.0" - 5.0"	Sand & gravel
	5.0" - ?	Sandy loam soil w/ pumice
#2	0.0" - 7.0"	Sand & gravel
	7.0" - ?	Sandy loam soil w/ pumice

SOILS DESIGN INVESTIGATION

Standard slopes should prove to be satisfactory.

MATERIAL SOURCE INVESTIGATION

The same sources of materials and treatment recommended for use on the "
"Day Road" are also proposed for use on this FAS project.

Elliott Parker

Division Geologist

cc. Constr. Engr.
County & City Rel.
Des. Co. Roadmaster
File

ERFO-198(2) Polallie Crk. - Yellow Jacket Crk. Sec. of Mt. Hood Hwy. (Grad. & Pav.) 1965

#6627

RECEIVED
MAR 2 - 1966
FOR FILING

ERFO-198(2)

6627

March 1, 1966

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6627 awarded to Rogers Construction, Inc., for grading and paving the Polallie Creek-Yellow Jacket Creek Section of the Mt. Hood Highway in Hood River County was completed on December 3, 1965, and accepted by the Highway Commission on February 25, 1966.

Final payment in the amount of $13,838.62 will be released to the contractor after March 8, 1966. The total contract amount is $463,022.25 including $1,977.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
Peyton Building
Spokane, Washington
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 1 - 1966
FOR FILING
ERFO-198 (2)
6627

February 25, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1965, on Contract No. 6627. The contract was with Rogers Construction, Inc., and was for grading and paving on the Polallie Creek-Yellow Jacket Creek Section of the Mt. Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 25, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg fn

STATE COPY

Monthly transaction number: 2-8-46	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 9 6627	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-14-66	County: Clackamas & Hood River
		Project number: ERFO-198(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 683,431.00

Revised Federal funds $ 683,431.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE MT. HOOD HIGHWAY

IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, January 6, 1966

Type Code P.E.

Preliminary Engineering	All Required	$ 19,000.00

Type Code 6201
Polallie Cr.-Yellow Jacket Cr. (Sta. 875 to Sta. 1235+00) (Contract No. 6627)

Moving Cost	All Required		$ 25,000.00
Blade Grader	390 hrs.	$ 15.00	5,850.00
Tractor, Crawler, 115 HP	180 hrs.	18.00	3,240.00
Tractor, Crawler, 185 HP	1,830 hrs.	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100 hrs.	29.00	31,900.00
Power Shovel, 2½ cu.yd.	550 hrs.	30.00	16,500.00
Crane, Truck-Mounted	90 hrs.	25.00	2,250.00
Truck, Dump, 10 cu.yd.	830 hrs.	14.00	11,620.00
Truck, Dump, 20 cu.yd.	2,700 hrs.	20.00	54,000.00
Truck, Flatbed, 1½ ton	90 hrs.	10.00	900.00
Truck, Pickup, 3/4 ton, w/o operator	550 hrs.	1.50	825.00
Truck, Sprinkling	100 hrs.	15.00	1,500.00
Loader, Wheel Type, 3/8 cu.yd.	120 hrs.	15.00	1,800.00
Loader, Wheel Type, 1½ cu.yd.	130 hrs.	15.00	1,950.00
Loader, 4-Wheel Type, 4 cu.yd.	1,210 hrs.	24.00	29,040.00
Loader, Crawler Type, 2 cu.yd.	40 hrs. =	30.00	1,200.00
Grid Roller, with Power	220 hrs.	26.00	5,720.00
Pump, Portable 3 in., without operator	90 hrs.	5.00	450.00
Saw, Portable, Chain, w/o operator	180 hrs.	8.00	1,440.00
Wagon Drill and Compressor	400 hrs.	25.00	10,000.00
Tamper, Hand, Gas Engine	60 hrs.	12.00	720.00
Foreman	550 hrs.	6.75	3,712.50
Laborers	2,400 hrs.	5.00	12,000.00
Explosives	53,000 lbs.	0.60	31,800.00
Watering	700 M-gals.	1.50	7,050.00
3/4"-0 Material in Base	7,400 tons	1.85	13,690.00
Stone Base	33,000 tons	1.80	59,400.00
3/4"-0 Aggregate in Prime Coat	290 cu.yds.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 tons	46.00	2,116.00
RS-1 Asphalt in Tack Coat	10 tons	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350 tons	4.30	57,405.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE MT. HOOD HIGHWAY

IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, January 6, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 19,000.00

Type Code 6201
Polallie Cr.-Yellow Jacket Cr. (Sta. 875 to Sta. 1235+00) (Contract No. 6627)

Moving Cost	All Required		$ 25,000.00
Blade Grader	390 hrs.	$ 15.00	5,850.00
Tractor, Crawler, 115 HP	180 hrs.	18.00	3,240.00
Tractor, Crawler, 185 HP	1,830 hrs.	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100 hrs.	29.00	31,900.00
Power Shovel, 2½ cu.yd.	550 hrs.	30.00	16,500.00
Crane, Truck-Mounted	90 hrs.	25.00	2,250.00
Truck, Dump, 10 cu.yd.	830 hrs.	14.00	11,620.00
Truck, Dump, 20 cu.yd.	2,700 hrs.	20.00	54,000.00
Truck, Flatbed, 1½ ton	90 hrs.	10.00	900.00
Truck, Pickup, 3/4 ton, w/o operator	550 hrs.	1.50	825.00
Truck, Sprinkling	100 hrs.	15.00	1,500.00
Loader, Wheel Type, 3/8 cu.yd.	120 hrs.	15.00	1,800.00
Loader, Wheel Type, 1½ cu.yd.	130 hrs.	15.00	1,950.00
Loader, 4-Wheel Type, 4 cu.yd.	1,210 hrs.	24.00	29,040.00
Loader, Crawler Type, 2 cu.yd.	40 hrs. =	30.00	1,200.00
Grid Roller, with Power	220 hrs.	26.00	5,720.00
Pump, Portable 3 in., without operator	90 hrs.	5.00	450.00
Saw, Portable, Chain, w/o operator	180 hrs.	8.00	1,440.00
Wagon Drill and Compressor	400 hrs.	25.00	10,000.00
Tamper, Hand, Gas Engine	60 hrs.	12.00	720.00
Foreman	550 hrs.	6.75	3,712.50
Laborers	2,400 hrs.	5.00	12,000.00
Explosives	53,000 lbs.	0.60	31,800.00
Watering	700 M-gals.	1.50	7,050.00
3/4"-0 Material in Base	7,400 tons	1.85	13,690.00
Stone Base	33,000 tons	1.80	59,400.00
3/4"-0 Aggregate in Prime Coat	290 cu.yds.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 tons	46.00	2,116.00
RS-1 Asphalt in Tack Coat	10 tons	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350 tons	4.30	57,405.00

Asphalt Cement in Mixture	740	tons	$ 31.00	$ 22,940.00
Furnish 18" Culvert Pipe	48	lin.ft.	3.60	172.80
Furnish 24" Culvert Pipe	340	lin.ft.	4.75	1,615.00
Furnish 30" Culvert Pipe	42	lin.ft.	7.00	294.00
Furnish 36" Culvert Pipe	24	lin.ft.	8.40	201.60
Furnish 6" Perf. Metal Drain Pipe	990	lin.ft.	1.00	990.00
Special Backfill in Drains	140	cu.yds.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12	only	30.00	360.00
Furnish Rail Members	330	lin.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000	lin.ft.	1.50	1,500.00
Furnishing Field Laboratory Bldg.	All	Required		600.00
				$463,881.90
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
		Subtotal		$464,881.90
		Engr. & Cont.		46,488.10
		Total		$511,370.00

Type Code X006
Zigzag River Bridge Section (Sta. 1002+90 to Sta. 1005+00)(Contract No. 6724)

General Excavation, Unclassified	800	cu.yds.	$ 7.00	$ 5,600.00
Toe Trench Excavation, Unclassified	670	cu.yds.	9.00	6,030.00
Reinforced Slope Protection	11,200	sq.ft.	1.43	16,016.00
		Subtotal		$ 27,646.00
		Engr. & Cont.		2,764.00
		Total		$ 30,410.00

Type Code 6201
Temporary and Permanent Repair (M.P. 42.23 thru 44.57 = 44.79 thru 54.66 = 56.00 to M.P. 85.09)

Temporary

Negotiated equipment, labor and materials	All	Required	$ 77,291.61
State Force equipment, labor and materials	All	Required	13,260.23
			$ 90,551.84

Roadway - Permanent Repair (M.P. 43.81 to M.P. 65.54)(Intermittent)

State Force Order No. 6	All Required	$ 2,884.50
State Force Order No. 7	All Required	4,300.00
State Force Order No. 8	All Required	450.00
State Force Order No. 9	All Required	1,000.00
State Force Order No. 10	All Required	400.00
State Force Order No. 11	All Required	2,770.00
State Force Order No. 12	All Required	2,830.00
		$ 14,634.50

Royalty on Rock taken from Polallie Creek Quarry, Crushed and Riprap	126,275	cu.yds.	.05	$ 6,313.75
		Subtotal		$111,500.09
		Engr. & Cont.		11,150.91
		Total		$122,651.00

Length of Project - - - - - - - - - - -41.3 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Polallie Cr.-Yellow Jacket Cr.	511,370.00	511,370.00
Zigzag River Br. Section	30,410.00	30,410.00
Temporary and Permanent Flood Repair	122,651.00	122,651.00
Total	$683,431.00	$683,431.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 3-1091; 3-4715F; 14-4719F; 3-4415F; 3-4515F;
14-1061F; 14-1466F; 14-4417F; 14-4517F;
14-4419F; 14-4519F.

The State Force equipment, labor and material does not agree with the Phase 1 Report due to unforeseen costs. We arrived at this amount from charges on the cost books. This estimate does not include any DMS office charges.

Oregon State Highway Department

Federal Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 3, 1965

Type Code P.E.			
Preliminary Engineering	All Req.		$ 19,000.00
Type Code 6201			
Polallie Cr.-Yellowjacket Cr. (Sta. 875 to Sta. 1235+00)			
Contract No. 6627			
	All Req.		$ 25,000.00
Moving Cost	390 hour	$ 15.00	5,850.00
Blade Grader	180 hour	18.00	3,240.00
Tractor, Crawler, 115 HP	1,830 hour	24.00	43,920.00
Tractor, Crawler, 185 HP	1,100 hour	29.00	31,900.00
Tractor, Crawler, 300 HP	550 hour	30.00	16,500.00
Power Shovel, 2½ C.Y.	90 hour	25.00	2,250.00
Crane, Truck Mounted	830 hour	14.00	11,620.00
Truck, Dump, 10 C.Y.	2,700 hour	20.00	54,000.00
Truck, Dump, 20 C.Y.	90 hour	10.00	900.00
Truck, Flatbed, 1½ ton	550 hour	1.50	825.00
Truck, Pickup, 3/4 ton, without operator	100 hour	15.00	1,500.00
Truck, Sprinkling	120 hour	15.00	1,800.00
Loader, Wheel Type, 3/8 C.Y.	130 hour	15.00	1,950.00
Loader, Wheel Type, 1½ C.Y.	1,210 hour	24.00	29,040.00
Loader, 4 Wheel Type, 4 C.Y.	40 hour	30.00	1,200.00
Loader, Crawler Type, 2 C.Y.	220 hour	26.00	5,720.00
Grid Roller, with Power	90 hour	5.00	450.00
Pump, Portable 3 in., without operator	180 hour	8.00	1,440.00
Saw, Portable, Chain, without operator	400 hour	25.00	10,000.00
Wagon Drill and Compressor	60 hour	12.00	720.00
Tamper, Hand, Gas Engine	550 hour	6.75	3,712.50
Foreman	2,400 hour	5.00	12,000.00
Laborers	53,000 lb.	0.60	31,800.00
Explosives	700 M-gal.	1.50	1,050.00
Watering	7,400 ton	1.85	13,690.00
3/4" - 0 Material in Base	33,000 ton	1.80	59,400.00
Stone Base	290 cu.yd.	5.00	1,450.00
3/4" - 0 Aggregate in Prime Coat	46 ton	46.00	2,116.00
RC-250 Asphalt in Prime Coat	10 ton	70.00	700.00
RS-1 Asphalt in Tack Coat	13,350 ton	4.30	57,405.00
Class "B" Asphalt Concrete Mixture	740 ton	31.00	22,940.00
Asphalt Cement in Mixture			

Furnish 18-inch Culvert Pipe	48 lin.ft.	$ 3.60	$ 172.80
Furnish 24-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
Furnish 30-inch Culvert Pipe	42 lin.ft.	7.00	294.00
Furnish 36-inch Culvert Pipe	24 lin.ft.	8.40	201.60
Furnish 6-inch Perforated Metal Drain Pipe	990 lin.ft.	1.00	990.00
Special Backfill in Drains	140 cu.yd.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12 only	30.00	360.00
Furnish Rail Members	330 lin.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000 lin.ft.	1.50	1,500.00
Furnishing Field Laboratory Building	All Req.		600.00
			$463,881.90
Flagging (57½% of contractor's cost)	All Req.		1,000.00
		Subtotal	$464,881.90
		10% Engr. & Cont.	46,488.10
		Total	$511,370.00

Length of Contract 6.766 miles (intermittent)

Roadway - Permanent Repair (M.P. 43.81 to M.P. 65.54) intermittent

State Force Work Order No. 6	All Req.	$ 2,884.50
State Force Work Order No. 7	All Req.	4,300.00
State Force Work Order No. 8	All Req.	450.00
State Force Work Order No. 9	All Req.	1,000.00
State Force Work Order No. 10	All Req.	400.00
State Force Work Order No. 11	All Req.	2,770.00
State Force Work Order No. 12	All Req.	2,830.00
	Subtotal	$ 14,634.50
	10% Engr. & Cont.	1,462.50
	Total	$ 16,097.00

Type Code Y006
Zigzag River Bridge Section (Sta. 1002+90 to Sta. 1005+00)

General Excavation, Unclassified	800 cu.yds.	$ 4.00	$ 3,200.00
Toe Trench Excavation, Unclassified	670 cu.yds.	6.00	4,020.00
Reinforced Slope Protection	11,200 sq.ft.	1.75	19,600.00
		Subtotal	$ 26,820.00
		10% Engr.	2,682.00
		Total	$ 29,502.00

Length of Contract 0.000 miles

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Pollallie Cr.-Yellowjacket Cr.	511,370.00	511,370.00
Permanent Repairs (Approved S.F.O.)	16,097.00	16,097.00
Zigzag River Br. Section	29,502.00	29,502.00
Subtotal	$575,969.00	$575,969.00
Retained in Authorized Fund Status		
Temporary and Permanent Restoration Work	84,077.00	84,077.00
	$660,046.00	$660,046.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 3-4415F; 3-4515F; 14-1061F; 14-1466F; 14-4417F; 14-4419F; 14-4517F; 14-4519F.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27,1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 19,000.00
Type Code 6201			
Polallie Cr.-Yellowjacket Cr. (Sta. 875 to Sta. 1235+00)			
Moving Cost	All Required		$ 30,000.00
Blade Grader	390 hours	$18.00	7,020.00
Tractor, Crawler, 115 H.P.	180 hours	25.00	4,500.00
Tractor, Crawler, 185 H.P.	1,830 hours	25.00	45,750.00
Tractor, Crawler, 300 H.P.	1,100 hours	30.00	33,000.00
Power Shovel, 2½ C.Y.	550 hours	36.00	19,800.00
Crane, Truck Mounted	90 Hours	30.00	2,700.00
Truck, Dump, 10 C.Y.	830 hours	14.00	11,620.00
Truck, Dump, 20 C.Y.	2,700 hours	25.00	67,500.00
Truck, Flatbed, 1½ Ton	90 hours	8.00	720.00
Truck, Pickup, 3/4 Ton, Without Operator	550 hours	2.50	1,375.00
Truck, Sprinkling	100 hours	15.00	1,500.00
Loader, Wheel Type, 3/8 C.Y.	120 hours	15.00	1,800.00
Loader, Wheel Type, 1½ C.Y.	130 hours	16.00	2,080.00
Loader, Wheel Type, 4 C.Y.	1,210 hours	28.00	33,880.00
Loader, Crawler Type, 2 C.Y.	40 hours	25.00	1,000.00
Grid Roller, With Power	220 hours	30.00	6,600.00
Pump, Portable 3 Inch, Without Operator	90 hours	5.00	450.00
Saw, Portable, Chain, Without Operator	180 hours	2.50	450.00
Wagon Drill and Compressor	400 hours	27.50	11,000.00
Tamper, Hand, Gas Engine	60 hours	8.00	480.00
Foreman	550 hours	8.00	4,400.00
Laborers	2,400 hours	5.50	13,200.00
Explosives	53,000 lbs.	0.65	34,450.00
Watering	700 M-gals.	3.00	2,100.00
3/4" - 0 Material in Base	7,400 tons	2.10	15,540.00
Stone Base	33,000 tons	2.00	66,000.00
3/4" - 0 Aggregate in Prime Coat	290 cu.yds.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 tons	55.00	2,530.00
RS-1 Asphalt in Tack Coat	10 tons	65.00	650.00
Class "B" Asphalt Concrete Mixture	13,350 tons	5.25	70,087.50
Asphalt Cement in Mixture	740 tons	32.00	23,680.00

Furnish 18-inch Culvert Pipe	48 lin.ft.	$ 3.00	$ 144.00
Furnish 24-inch Culvert Pipe	340 lin.ft.	4.00	1,360.00
Furnish 30-inch Culvert Pipe	42 lin.ft.	6.00	252.00
Furnish 36-inch Culvert Pipe	24 lin.ft.	8.00	192.00
Furnish 6-inch Perforated Metal Drain Pipe	990 lin.ft.	1.25	1,237.50
Special Backfill in Drains	140 cu.yd.	6.00	840.00
Extra for A.C. Concrete Approaches	12 only	35.00	420.00
Furnish Rail Members	330 lin.ft.	1.50	495.00
Guard Rail-Salvaged Guard Rail	1,000 lin.ft.	1.75	1,750.00
Furnishing Field Laboratory Building	All Required		500.00
			$524,503.00
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
	Subtotal		$525,503.00
	10% Engr. & Cont.		52,550.00
	Total		$577,053.00

Length of Contract - - - - - - - 6.766 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 19,000.00	$ 950.00	$ 18,050.00
Polallie Cr.-Yellowjacket Cr.	577,053.00	28,050.00	548,203.00
	$596,053.00	$29,000.00	$565,053.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$101,947.00	$5,000.00	$96,947.00

STATE COPY

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Monthly transaction number: 11-8-

Project report number: ERF(-198(2)

FHWA PR-2A (5-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-19-65

State: Oregon

County: Clackamas & Hood River

Project number: ERFO-198(2)

The Project Agreement for the above-referenced project entered into between the undersigned

6627

parties and executed by the Division Engineer on September 3, 1965,

is hereby modified as follows:

Revised estimated total cost of project $ 576,877.00

Revised Federal funds $ 576,877.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of November, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. [illegible]-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, Nov. 4, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 19,000.00

Type Code 6201
Pylallie Cr.-Yellow Jacket Cr.(Sta. 875 to Sta. 1235+00) (Contract No. 6627)

Moving Cost	All Required			$ 25,000.00
Blade Grader	390	hour	$ 15.00	5,850.00
Tractor, Crawler, 115 HP	180	hour	18.00	3,240.00
Tractor, Crawler, 185 HP	1,630	hour	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100	hour	29.00	31,900.00
Power Shovel, 2½ C.Y.	550	hour	30.00	16,500.00
Crane, Truck Mounted	90	hour	25.00	2,250.00
Truck, Dump, 10 C.Y.	830	hour	14.00	11,620.00
Truck, Dump, 20 C.Y.	2,700	hour	20.00	54,000.00
Truck, Flatbed, 1½ Ton	90	hour	10.00	900.00
Truck, Pickup, 3/4 Ton, without operator	550	hour	1.50	825.00
Truck, Sprinkling	100	hour	15.00	1,500.00
Loader, Wheel Type, 3/8 C.Y.	120	hour	15.00	1,800.00
Loader, Wheel Type, 1½ C.Y.	130	hour	15.00	1,950.00
Loader, 4 Wheel Type, 4 C.Y.	1,210	hour	24.00	29,040.00
Loader, Crawler Type, 2 C.Y.	40	hour	30.00	1,200.00
Grid Roller, with Power	220	hour	26.00	5,720.00
Pump, Portable 3 in., without operator	90	hour	5.00	450.00
Saw, Portable, Chain, without operator	180	hour	8.00	1,440.00
Wagon Drill and Compressor	400	hour	25.00	10,000.00
Tamper, Hand, Gas Engine	60	hour	12.00	720.00
Foreman	550	hour	6.75	3,712.50
Laborers	2,400	hour	5.00	12,000.00
Explosives	53,000	lb.	0.60	31,800.00
Watering	700	M-gal	1.50	1,050.00
3/4"-0 Material in Base	7,400	ton	1.85	13,690.00
Stone Base	33,000	ton	1.80	59,400.00

3/4"-0 Aggregate in Prime Coat	290	cu.yd.	$ 5.00	$ 1,450.00
RC-250 Asphalt in Prime Coat	46	ton	46.00	2,116.00
RS-1 in Tack Coat	10	ton	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350	ton	4.30	57,405.00
Asphalt Cement in Mixture	740	ton	31.00	22,940.00
Furnish 18-inch Culvert Pipe	48	lin.ft.	3.60	172.80
Furnish 24-inch Culvert Pipe	340	lin.ft.	4.75	1,615.00
Furnish 30-inch Culvert Pipe	42	lin.ft.	7.00	294.00
Furnish 36-inch Culvert Pipe	24	lin.ft.	8.40	201.60
Furnish 6-inch Perforated Metal Drain Pipe	990	lin.ft.	1.00	990.00
Special Backfill in Drains	140	cu.yd.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12	only	30.00	360.00
Furnish Rail Members	330	lin.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000	lin.ft.	1.50	1,500.00
Furnishing Field Laboratory Building	All Required			600.00
				$ 463,881.90
Flagging(5 7/8% of Contractor's Cost)	All Required			1,000.00
	Subtotal			$ 464,881.90
		Engr. & Cont.		46,488.10
	Total			$ 511,370.00

Length of Contract ——6.766 Miles (intermittent)

Region-Permanent Repair (M.P. 43.81 to M.P. 65.54) intermittent.

State Force Order No. 6	All Required	$ 2,884.50
State Force Order No. 7	All Required	4,300.00
State Force Order No. 8	All Required	450.00
State Force Order No. 9	All Required	1,000.00
State Force Order No. 10	All Required	400.00
State Force Order No. 11	All Required	2,770.00
State Force Order No. 12	All Required	2,830.00
	Subtotal	$ 14,634.50
	Engr. & Cont.	1,462.50
	Total	$ 16,097.00

Tyee Code Y006
Siuslaw River Bridge Section (Sta. 1002+30 to Sta. 1005+00) (Contract No. 6724)

General Excavation, Unclassified	800	cu.yd.	$ 7.00	$ 5,600.00
Toe Trench Excavation, Unclassified	670	cu.yd.	9.00	6,030.00
Reinforced Slope Protection	11,200	sq.ft.	1.43	16,016.00

Subtotal		$ 27,646.00
	Engr. & Cont.	2,764.00
Total		$ 30,410.00

Length of Contract----- 0.000 Miles

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Polallie Cr.-Yellow Jacket Cr.	511,370.00	511,370.00
Permanent Repairs (Approved S.F.O.)	16,097.00	16,097.00
Zigzag River Br. Section	30,410.00	30,410.00
Subtotal	$576,877.00	$576,877.00
Retained in Authorized Fund Status		
Temporary and Permanent Restoration Work	83,169.00	83,169.00
	$660,046.00	$660,046.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1937; Chap. 529, Laws 1939;

State Funds for Maint.:

Prefix: 3-1091; 3-4715F; 14-4719F
14-1061F; 14-1466F;

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

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SEP 27 1965
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FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Clackamas & Hood River

PROJECT NO.: ERFO-198(2)

2 ERFO-198 (2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Zigzag-Mt. Hood Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-23-65	6.766
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	6.766
OTHER *(Specify)*		

FUNDS — Fed Rate 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 546,467.00	$ 546,467.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal-Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, August 6, 1965

Type Code P. E.

Preliminary Engineering	All Required		$ 19,000.00

Type Code 6201
Polallie Cr.-Yellowjacket Cr. (Sta. 875 to Sta. 1235+00)(Contract No. 6627)

Moving Cost	All Required		$ 25,000.00
Blade Grader	390 hour	15.00	5,850.00
Tractor, Crawler, 115 HP	180 hour	18.00	3,240.00
Tractor, Crawler, 185 HP	1,830 hour	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100 hour	29.00	31,900.00
Power Shovel, 2½ c.y.	560 hour	30.00	16,800.00
Crane, Truck Mounted	90 hour	25.00	2,250.00
Truck, Dump. 10 c.y.	830 hour	14.00	11,620.00
Truck, Dump. 20 c.y.	2,700 hour	20.00	54,000.00
Truck, Flatbed, 1½ ton	90 hour	10.00	900.00
Truck, Pickup, 3/4 ton, without Operator	550 hour	1.50	825.00
Truck, Sprinkling	100 hour	15.00	1,500.00
Loader, Wheel Type, 3/8 c.y.	120 hour	15.00	1,800.00
Loader, Shell Type, 1½ c.y.	130 hour	15.00	1,950.00
Loader, 4 Wheel Type, 4 c.y.	1,210 hour	24.00	29,080.00
Loader, Crawler Type, 2 c.y.	40 hour	30.00	1,200.00
Grid Roller, with Power	220 hour	26.00	5,720.00
Pump, Portable 3 in., without operator	90 hour	5.00	450.00
Saw, Portable, Chain, without operator	180 hour	8.00	1,440.00
Wagon Drill and Compressor	400 hour	25.00	10,000.00
Tamper, Hand, Gas Engine	60 hour	12.00	720.00
Foreman	550 hour	6.75	3,712.50
Laborers	2,400 hour	5.00	12,000.00
Explosives	53,000 lb.	0.60	31,800.00
Watering	700 M-gal.	1.50	1,050.00
3/4" - 0 Material in Base	7,400 ton	1.85	13,690.00
Stone Base	33,000 ton	1.80	59,400.00

3/4" - 0 Aggregate in Prime Coat	290	cu.yd.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46	ton	46.00	2,116.00
RS-1 Asphalt in Mack Coat	10	ton	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350	ton	4.30	57,405.00
Asphalt Cement in Mixture	740	ton	31.00	22,940.00
Furnish 18-inch Culvert Pipe	48	l.ft.	3.60	172.80
Furnish 24-inch Culvert Pipe	340	l.ft.	4.75	1,615.00
Furnish 30-inch Culvert Pipe	42	l.ft.	7.00	294.00
Furnish 36-inch Culvert Pipe	24	l.ft.	8.40	201.60
Furnish 6-inch Perforated Metal Drain Pipe	990	l.ft.	1.00	990.00
Special Backfill in Drains	140	cu.yd.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12	only	30.00	360.00
Furnish Rail Members	330	l.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000	l.ft.	1.50	1,500.00
Furnishing Field Laboratory Building	All Required			600.00
				$ 463,881.90
Flagging (57½ of Contractor's Cost)	All Required			$ 1,000.00
	Subtotal			$ 464,881.90
	10% Engr. & Cont.			46,488.10
	Total			$ 511,370.00

Length of Contract ——————— 6.756 miles (Intermittent)

Roadway-Permanent Repair (MP 43.81 to MP 65.54) Intermittent.

State Force Order No. 6	All Required	$ 2,884.50
State Force Order No. 7	All Required	4,300.00
State Force Order No. 8	All Required	450.00
State Force Order No. 9	All Required	1,000.00
State Force Order No. 10	All Required	400.00
State Force Order No. 11	All Required	2,770.00
State Force Order No. 12	All Required	2,830.00
	Subtotal	$ 14,634.50
	10% Engr. & Cont.	1,462.50
	Total	$ 16,097.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Pollallie Cr.-Yellowjacket Cr. (Contract No. 6627)	511,370.00	511,370.00
Permanent Repairs (Approved State Force Orders)	16,097.00	16,097.00
SUBTOTAL	$546,467.00	$546,467.00
Retained in Authorized Funds		
Status (Temporary and Permanent Restoration Work)	$151,533.00	$151,533.00
TOTAL	$698,000.00	$698,000.00

State Funds for Const.: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 3-4415 F; 3-4516 F; 14-1061 F; 14-1466 F; 14-3417 F; 14-4419 F; 14-4517 F; 14-4519 F.

3-4715 F
14-4719 F

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FEB 10 1966

Form A-105—Rev.

FOR FILING
ERFO-198(2)
6627

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon project agreement in writing for G/P - 76,495 cy.
JAN 27 1966 G/R - 53/472.44
Dist. Engineer

Order No. 1

Project Name Polallie Creek-Yellow Jacket Creek Date January 24, 1966

Highway Mt. Hood Contract No. 6627 F. A. Project No. ERFO-198(2)

County Hood River Prefix 14-1061 Account No. 212-01

Description of Work To Be Done:

Payment of royalty for all rock material taken from leased quarry adjacent to MP 79.29 on the subject highway.

Oregon Division BPR Endorsement
Federal Participation limited to material used under equipment rental portion of the contract.

W. R. Grafe, Area Engineer

Approximately 76,495 cu. yds.

Location by Station Numbers:

N/A

By Asst. State Hwy. Engr.

REFERRED TO Young 2-10-66

Estimate of Quantities and Costs:

129,972 Cu.Yds. @ $0.05 per Cu.Yd. = $6,498.60

Explanation:

Payment of royalty for materials as per Real Estate option, R/W File No. 37834.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$522,992.13
Present estimate of project cost, including $6,498.60 for work under this order	$501,313.35
Expected under-run (amount)	$ 21,678.78
Expected under-run (per cent)	4.1%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins
Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer or Assistant Construction Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Polallie Creek - Yellowjacket Creek		WEEK ENDING: January 22, 1966
		SECTION PREFIX: 14-1061-[illegible]
HIGHWAY: Mt. Hood		COUNTY: Hood River
NAME OF JOB: Polallie Cr.-Yellowjacket Cr. Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6627	FEDERAL AID PROJECT NUMBER: BRFO-198(2)
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: July 20, 1965	ESTIMATED COMPLETION DATE: December 3, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 15, 1965	PERCENT OF TIME ELAPSED: 113%
PROJECT AUTHORIZATION: $522,992.13	ENGINEERING AUTHORIZATION: $37,190.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $485,801.58	ENGINEERING COST TO DATE: $27,261.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $464,814.75		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.3 %	PERCENT OF AUTHORIZATION: 73.3 %	December 3, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%	100%	100%			

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		6.76	6.26			6.76
MILES PARTIALLY COMPLETED		6.76	6.26			6.76
MILES COMPLETED		6.76	6.26			6.76
TOTAL ESTIMATED [illegible] (CONTRACT)	Costs	$327,050.58	$74,140.00			$84,611.00
TOTAL [illegible] CORRECTED TO DATE	Costs	$295,717.80	$87,916.93			$81,180.02
ESTIMATED [illegible] TO DATE	Costs	$295,717.80	$87,916.93			$81,180.02
AVERAGE DAILY [illegible]	Costs	--	--			--
AVERAGE DAILY [illegible] NECESSARY TO COMPLETE PROJECT ON TIME	Costs	--	--			--
NUMBER OF SHIFTS PER DAY		--	--			--
HOURS PER SHIFT		--	--			--

EQUIPMENT USED DURING THE WEEK:

None Used

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	P. Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	P. Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

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JAN.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract bid items completed on December 3, 1965. No work on this project this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to Division Office on Friday, January 21, 1966.

This will be the last Field Engineer's Weekly Report on this project.

SIGNED Richard S. Hawkins LOCATION P. O. Box 122, The Dalles, Oregon

Richard S. Hawkins, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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JAN 4 - 1966

COMMISSIONERS
FORREST H. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-198(2)

6627

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 3, 1965, on Contract No. 6627, Polallie Cr.-Yellow Jacket Cr. Section, in Hood R. County, in connection with Federal-Aid Project No. ERFO-198(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 27, 1965

Conditions noted on above date:

None

WRG/

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JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: C. R. Brooks
District Engineer

1-4-66
REFERRED TO

By Asst. State Hwy. Engr.

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DEC 29 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ERFO 1(2)

Project Name Polallie Creek-Yellow Jacket Creek Section Date Dec. 6, 1965

Highway 1627 Mt. Hood Contract No. 6627

County Hood River Prefix 14-1061

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-198(2)

Address 11760 N.E. Glisan St., Portland, Ore. 97220 Order No. 2-Supp. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish six (6) panels of multiplate arch pipe to square ends of existing pipe.

This work has been done.

Location by station numbers:

927+50

Estimate of quantities and cost:

Original	$ 400.20
Supplemental	133.22
Total	$ 533.42

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Prices originally quoted to this office by the supplier were in error.

Final costs were higher.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$522,992.13
Present estimate of project cost, including $ 133.22 for work under this order	$495,671.98
Expected under-run ~~over-run~~ amount	$ 27,250.15
Expected under-run ~~over-run~~ per cent	5.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins — Resident Engineer

Approval Recommended: /s/ John A. Bond
For — Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer; Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Young 12-28-65

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OCT 4 - 1965

STATE CO...

Form E-208—6M

ERFO-198(2)

6611

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are req...
Date SEP 21 1965 By ...
Title ...
U.S. Bureau of Public Roads

Project Name Polallie Creek-Yellowjacket Creek Section Date September 17, 1965

Highway Mt. Hood Contract No. 6627

County Hood River Prefix 14-1061

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-198(2)

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish six panels of Multiplate Arch Pipe to Square both ends of the existing 87" x 63" Arch pipe with sloping ends. Labor to be performed under the "Laborers" item in the contract.

This work has not started.

Location by station numbers:

927+50

Estimate of quantities and cost:

2	18 pi by 8 ft. panels	at $58.00	$116.00	
2	15 pi by 8 ft. panels	at 51.00	102.00	All panels 12 Ga.
2	9 pi by 8 ft. panels	at 40.00	80.00	
Transportation -- 1250 lb.		at $4.00/cwt	50.00	
Contractors Percentage			52.20	
		Total	$400.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The extension of this pipe was inadvertently overlooked during location of this section. The extension is needed to allow adequate riprapping of the area. This can be accomplished by squaring the existing sloped ends.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 522,992.13
Present estimate of project cost, including $ 400.20 for work under this order	$ 522,992.13
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard Hank — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

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SEP 27 1965
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Form B-[illegible]
EFFO-198(2)
6627

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
Date SEP 1 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Polallie Creek-Yellow Jacket Creek Section Date Sept. 2, 1965

Highway Mt. Hood Contract No. 6627

County Hood River Prefix 14-1061

Contractor Rogers Construction, Inc. F. A. Project No. ERFO-198(2)

Address 11760 N.E. Glisan St., Portland, Oregon, 97220 Order No. 1-Supp.1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish 48-in. pipe for temporary drainage structure across East Fork of Hood River

Location by station numbers:

Sta. 1080+00

Estimate of quantities and cost:

Original	$1,062.60
Supplemental	388.72
Total	$1,451.32

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pipe was an Extra Anticipated item. Pipe cost more than the original estimate, necessitating this supplement. Pipe has been furnished and placed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$522,992.13
Present estimate of project cost, including $388.72 for work under this order	$522,992.13
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/L. H. Warfield
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing 9-23-65

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AUG 19 1965
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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 29 1965 By B.H. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Polallie Creek - Yellowjacket Creek
Highway Mount Hood
County Hood River
Contractor Rogers Construction Company
Address 11760 N. E. Glisan St., Portland, Oregon, 97220

Date July 23, 1965
Contract No. 6627
Prefix 14-1061
F. A. Project No. ERFO-198(2)
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish 48-in. Culvert Pipe for temporary drainage structure under proposed Haul Road across the East Fork of Hood River. The Proposed installation will be three 28-ft. pipes side-by-side equaling a total of 84 lin.ft. This pipe to be salvaged with the State retaining possession.

This work has not started.

Location by station numbers:

Right of Station 1080+00

Estimate of quantities and cost:

Materials	$ 924.00
Contractor's %	138.60
Total	$1,062.60

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This was an extra anticipated item, as indicated on the plans. The costs of the installation and removal will be paid for under existing Contract Unit Prices.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$522,992.13	
Present estimate of project cost, including $1,062.60 for work under this order	$522,992.13	
Expected under-run / over-run amount	0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Richard S. Hawkins
Richard S. Hawkins Resident Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

Form CO-12
(11-63)
(Prev. Ed.
A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

ERFO-198(2)

CLARK

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6627

DATE: July 20, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-198(2)
Polallie Creek-Yellowjacket Creek Section
Grading and paving

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 6, 1965 in the award of contract No. 6627 to Rogers Construction Co., of Portland, Oregon, low bidder in the amount of $463,881.90 at the June 29, 1965 bid opening.

REFERRED TO
Young
By Asst. State Hwy. Engr.
7-23-65

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-131

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JUL 12 1965
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ERFO-1981(2)
6627

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6627 for the following project:

Grading and paving on the Polallie Creek-Yellow Jacket Creek Section of Mt. Hood Highway in Hood River County.

This award was based on your bid of $463,881.90 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUN 11 1965

Form CD-121 (11-63) (Prea. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ERFO-198(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
6627

DATE: June 7, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-198(2)
Polallie Cr.-Yellowjacket Cr. Sec.
Grading and Paving

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available as indicated in Mr. Moehring's June 3, 1965 report with the following exception:

File No. 37834 - Gray $225.

We understand that the above parcel may not be available for occupancy and contractor's use by the probable date of award. Should this develop, you should so notify prospective bidders by an appropriate additional special provision. Under such circumstances it would also be necessary for your department to provide the statement required by subparagraph 7c(4) of PPM 21-12 in addition to the normal statement required by subparagraph 10f(3) of PPM 21-6.3 prior to our concurrence in award.

Mr. Litchfield's Utility Status report of June 2, 1965 indicates that no utility adjustments are involved.

It is our understanding that an item for sight posts will be added and that a guardrail item will be provided for the new rail necessary to replace damaged sections.

Mr. Young's June 3, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest, and the comments made by the State conservation agencies for prudent fish protection and passage will be followed during construction.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 4 - 1965
FORM B-80X—80M—1-65 SP*6418-734
FOR FILING

ERFO-198(2)

6627

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1965

SUBJECT: Right of Way Status
Polallie Cr.-Yellow Jacket Cr. Sec.
Mt. Hood Highway
Hood River County
File No. 37834 - Gray

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

There is one outstanding file on this section: A temporary easement--$225. The description for this easement has been sent to the Field, and the owner will be contacted tomorrow.

Since our work on the easement area is to correct the drainage difficulty which was responsible for the damage in the December flood; and the correcting of the drainage will be beneficial to the owner as well as necessary for the protection of the highway, no difficulty is anticipated in negotiating the taking. In the event we are unable to secure an Option, a Complaint will be filed by July 16. This would mean that the award could be made within 30 days immediately following bid opening.

No relocation is involved on this project.

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Right of Way Engineer

NOTED
F. B. KLABOE

DHM:gc

cc - F. B. Klaboe
G. E. Rohde
C. H. Maison

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

314-1702 Cascade Locks (Forest Lane Rd.) Sec. (Paving) 1965

#6628

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1965

Contract # 6628 Prefix 314-1702 Survey Prefix 314-1465

Street Forest Lane

City Cascade Locks

Payments to Contractor ...(see attached voucher).....	$11,936.29
Engineering and Contingencies.....	1,529.46
Survey...(Total.=.$590.50)..City's.pro.rata.share.....	--
TOTAL.....	$13,465.75
Agreed State Share	$13,465.75
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: HOOD RIVER

CONTRACT NO.: 6628

ESTIMATE NO.: 3Fi

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: CASCADE LOCKS /FOREST LANE ROAD/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	3/4 IN-0 MATERIAL IN BASE	CU YDS	6.2500	163.0
002	RS-1 ASPHALT IN TACK COAT	TONS	100.0000	1.3
003	CLASS B ASPHALT CONCRETE	TONS	8.4000	1,250.6
004	EXTRA FOR A C CONCRETE APPROACHES	EACH	15.0000	8.0

DATE: 10/7/65

VOUCHER NO: 6628 9502

PREPARED BY: [illegible]/vh

ENGINEER OR AUDITOR: [illegible]

TOTAL CONTRACT ITEMS

0 % RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6628	3Final	314-1702-204 (41) 644.13 Dr.
	FEDERAL AID PROJECT NO.		

REST LANE ROAD/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
YDS	6.2500	163.000	1,018.75	1,018.75	
IS	100.0000	1.320	132.00	132.00	
IS	8.4000	1,250.660	10,505.54	10,505.54	
LY	35.0000	8.000	280.00	280.00	

RECEIVED
OCT 27 1965
FOR FILING
314-1702
6628

October 27, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6628 awarded to Oregon Asphaltic Paving Company for paving the Forest Lane Road in Cascade Locks in Hood River County was completed on September 13, 1965, and accepted by the Highway Commission on October 25, 1965.

Final payment in the amount of $644.13 will be released to the contractor after November 3, 1965. The total contract amount is $11,936.29 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland 33, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 26 1965
FOR FILING

314-1702
6624

October 25, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 13, 1965, on Contract No. 6624. The contract was with Oregon Asphaltic Paving Company and was for paving Forest Lake Road in the city of Cascade Locks in Hood River County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 25, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Fawcett Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks (Forest Lane Rd.)		WEEK ENDING: Sept. 24, 1965
		SECTION PREFIX: 314-1702
HIGHWAY: City Street		COUNTY: Hood River
NAME OF JOB: Cascade Locks (Forest Lane Rd.)	KIND OF WORK: Paving	
CONTRACTOR: Oregon Asphaltic Paving Co.	CONTRACT NUMBER: 6628	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: Aug. 18, 1965	ESTIMATED COMPLETION DATE: Sept 13, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 72	WORK DAYS USED: 68
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 15,055.31	SPECIFIED COMPLETION DATE: Sept 15, 1965	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $ 13,984.25	ENGINEERING AUTHORIZATION: $ 1070.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 11,936.29	ENGINEERING COST TO DATE: $ 1258.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 118 %	DATE PROJECT WAS COMPLETED: Sept. 13, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM		PAVING
MILES IN PROJECT				0.69				0.69
MILES PARTIALLY COMPLETED				0				0
MILES COMPLETED				0.69				0.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)				170				1350
TOTAL QUANTITIES CORRECTED TO DATE				~~168~~ 163				1250
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				163				1250
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

NOTED
F.B. KNAPP

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract completed Sept 13, 1965, and the semifinal was submitted to division office September 22, 1965.

FINAL REPORT

SIGNED Lowell A. Johnston LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 12 1965
COMMISSIONERS

GLENN L. HOWARD, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FILING
314-1702
6624

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Oregon Asphaltic Paving Co.
1220 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6628 for the following project:

Paving on the Cascade Locks (Forest Lane Road) Section in Hood River County.

This award was based on your bid of $12,882.50 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUN 10 1965
FOR FILING
314-1702
6628

June 10, 1965

Mildred Fredrick
City Recorder
City Hall
Cascade Locks, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Cascade Locks a fully executed copy of an agreement between the State Highway Commission and the City of Cascade Locks covering the Special City Allotment project on Forest Lane in Cascade Locks.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

Condo Locks (Forest Lane Rd.) Section

Estimate

Paving

No.	Item	Quantity	Price	Amount
1	-1/4"-0 Material in Base	170 Cu Yds	6.00	1020-
2	RS-1 Asphalt in Tack Coat	2 Tons	[illegible]	200-
3	Class "B" Asphalt Concrete	1350 Tons	10.00	13500-
4	Extra for A.C. Conc. Approaches	8 Only	[illegible]	400-
			Total	15,120-
			Miscellaneous Items	
			Flagging	200-
			Excavate Soft Spots	300-
			Total	15,620-
			12½ % Engineering	1952.50
			Total	17,572.50

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
[illegible]

NOTED
P. B. Arensmeier

NOTED
John F. Hagemann

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED
OCT 16 1969
FOR FILING

Section BRIDGE AVE. - E. CITY LIMITS Highway CASCADE LOCKS CITY STREET County HOOD RIVER Proj.

Rec. Engr. E. A. Johnston Approx. Length 0.69 Miles. Sta. 0+00 to Sta. 36+50 Date 10-14-69

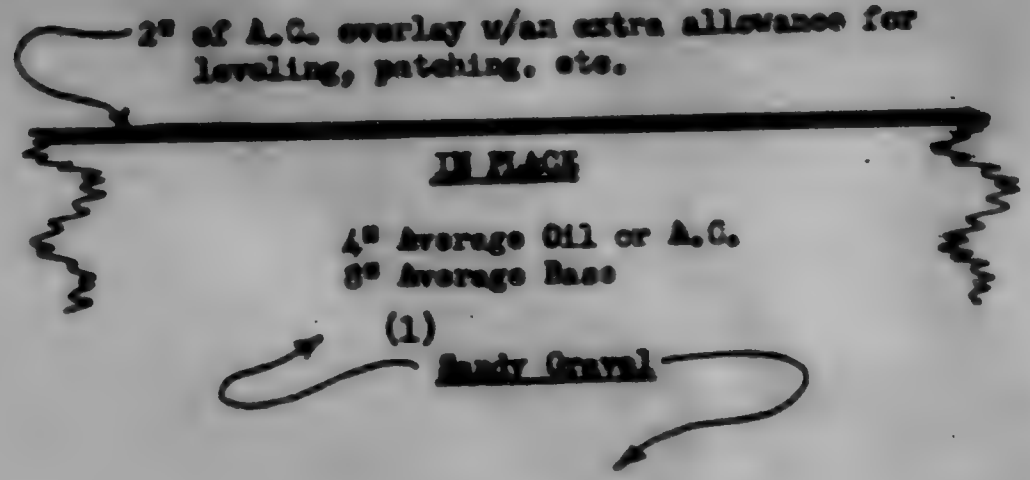
Truck A.D.T. 53 Traffic Coefficient 7x4 18 kip s.a. per day 28.0.

Annual Precipitation 70" Frost Penetration ---------.

(1)
Typical Soil
27 LL
0 PI
35 %P 10
14 %P200
65 %Gravel
13 %C Sand
8 %F Sand
12 %Silt
2 %Clay
66 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-1-a

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Top 4"	Total Thick.	
	4	2	A.C.
	—	—	
	IN PLACE		
	2	4	
	6	8	
12	12	14	

cc:
[redacted].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. KLAUSE

Submitted by J. W. Yarbrough Staff Assistant
Recommended by O. O. Nichols Engineer of Materials
Recommended by T. H. Nelson Construction Engineer
Approved by F. B. Klause Asst. State Highway Engineer

SECTION: FROM CASCADE AVE. - EAST CITY LIMITS

HIGHWAY: CITY OF CASCADE LOCKS

COUNTY: HOOD RIVER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 800 (Total)

B. Future ADT 1300 (Total)

C. Mean ADT 1050 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of lanes 2

F. Percent Trucks 10 (ADT Basis)(Logging)

G. Trucks (in one direction) $\frac{F}{2}$ 5% x (C) 1050 = 53

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 53 x (H) 100 % = 53

TRAFFIC COEFFICIENT = K (I)$^{0.119}$

where K = 4.669

= 7.4

SECTION: CASCADE AVE. - E. CITY LIMITS

HIGHWAY: CASCADE LOCKS CITY STREET

COUNTY: HOOD RIVER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this project consists of overlaying an existing roadway with 2" A.C. Several areas (to be determined by Resident Engineer) will be removed and reshaped.

RECEIVED
MAR 4 - 1965

2-26-56

Prefix No. 314-1465

314-1702

6628

LOCATION PROSPECTUS
CASCADE AVENUE-EAST CITY LIMITS SECTION
CITY OF CASCADE LOCKS
HOOD RIVER COUNTY

HIGHWAY: Forest Lane Road, a city street.

TERMINI: The westerly terminus is at Station 0+00, which point is near the intersection of Forest Lane Road and Cascade Avenue. The easterly terminus is at the intersection of Forest Lane Road and the east city limits of the city of Cascade Locks, Station 36+50.

LENGTH: 0.69 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for Class "B" asphaltic concrete overlay over the existing pavement and shoulder rebuilding adjacent to the new overlay. Reconnaissance has not been made. Soils investigations will be conducted. No drainage problems are anticipated. An economic analysis is not needed. This project is tentatively programmed for construction in 1965.

CHARACTERISTICS: No ADT available for this street. Forest Lane Road now carries considerable logging and heavy truck traffic and at the present time connects with the existing Columbia River Highway east of the city. This street also serves as the access road to the Cascade Locks airport. The project will follow the existing alignment and is on tangent, except for two moderate curves, one near the west end and one near the middle of the project. Rise and fall will be approximately 10 feet.

STANDARDS: Project follows existing alignment which is on tangent, except for two moderate curves. Maximum grade is approximately 5 per cent.

TYPICAL SECTION: Variable, with two 11-foot travel ways and 2-foot rock shoulders as the normal section.

BRIDGE: None affected.

ACCESS: Under control of City.

DESIGN: Tentative design for construction is:

Paving	2" A.C. over existing pavement
Shoulders	2' wide - 3/4"-0 material.

NOTED
FOREST COOPER

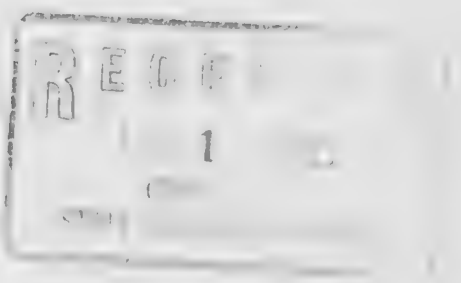
MATERIAL: Available from commercial sources (Hood River or Portland).

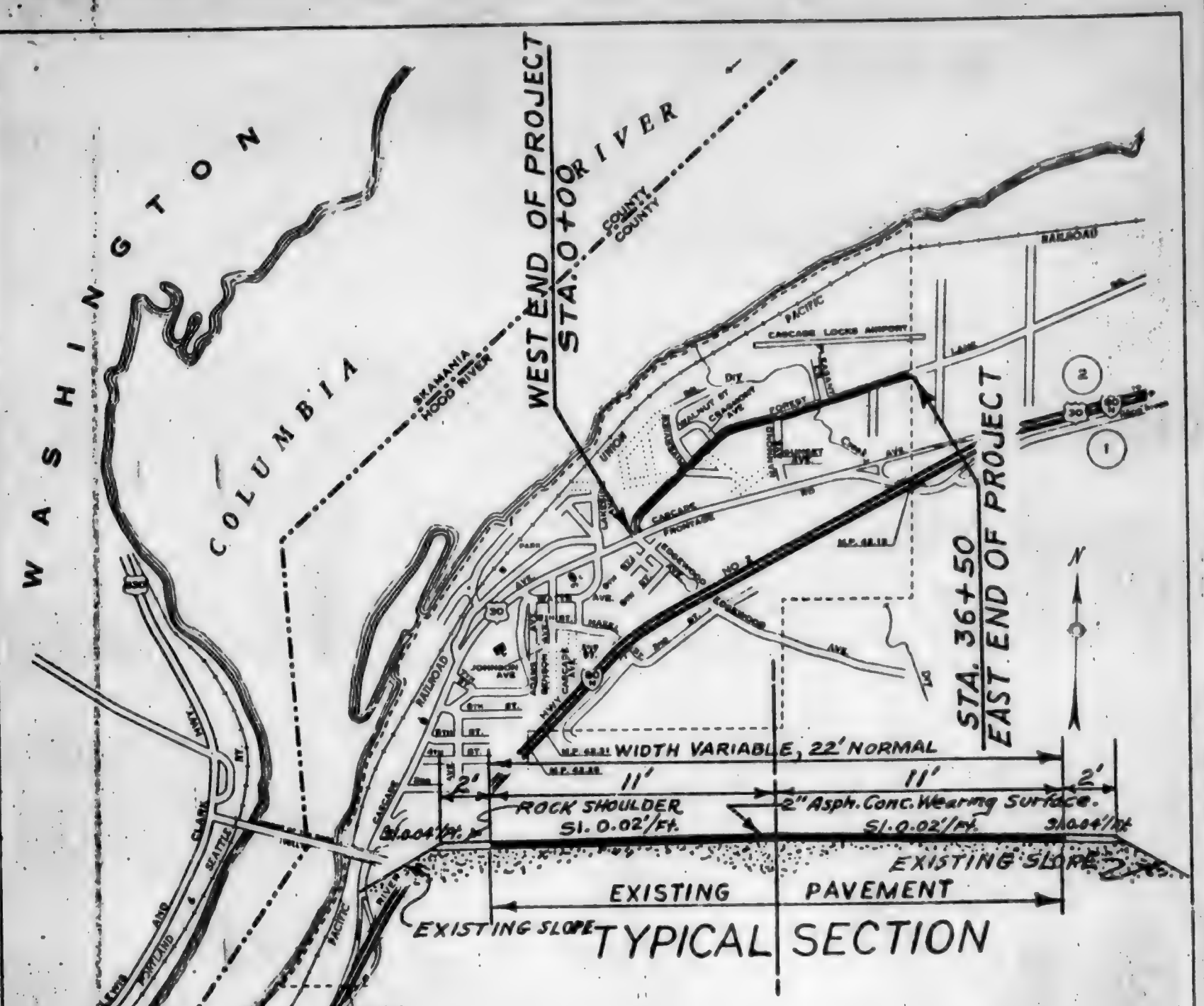
ADDITIONAL FACILITIES: None.

AGREEMENTS: Agreement required with City of Cascade Locks. No utilities involved. All work to be within existing right of way.

PARKS: None affected.

February 26, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young




WASHINGTON
COLUMBIA
SKAMANIA
HOOD RIVER
WEST END OF PROJECT
STA. 0+00
COUNTY
COUNTY
RIVER
RAILROAD
PACIFIC
CASCADE LOCKS AIRPORT
LANE
WALNUT ST
CRAGMONT AVE
FOREST
UNION
CASCADE
FRONTAGE
RD
M.P. 48.18
NO. 1
LOCUST
AVE
RAILROAD
JOHNSON AVE
HWY CASTLE
M.P. 48.31
M.P. 48.33
STA. 36+50
EAST END OF PROJECT
N
WIDTH VARIABLE, 22' NORMAL
2'
11'
11'
2'
ROCK SHOULDER
SI. 0.02'/Ft.
2" Asph. Conc. Wearing Surface.
SI. 0.02'/Ft.
3/4:1 Slope
EXISTING SLOPE
EXISTING
PAVEMENT
EXISTING SLOPE
TYPICAL SECTION
CLARK
SEATTLE
PORTLAND
ARE
PACIFIC
RIVER
M.P. 41.85
COLUMBIA
UNION
2
1
30
84
PROSPECTUS MAP
CASCADE AVE. TO E. CITY LIMITS
FOREST LANE ROAD
CITY STREET
LOWELL A. JOHNSTON
RESIDENT ENGINEER
FEBRUARY, 1965
CASCADE LOCKS
HOOD RIVER COUNTY, OREGON
HIGHWAY CLASSIFICATION
State (Red) (B)
Federal (Brown) (B)
PRIMARY
SECONDARY
(Red)
(Brn)
OTHER
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
OTHR.
LEGEND
Post Office
Public Bldg.
City Hall
Court House
Armory
Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits
MAPPED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 660
Scale in Feet
August 1965

April 1965

January 28, 1965

Mr. Herbert Wenzel
City Administrator
City Hall
Cascade Locks, Oregon

NOTED
DON HARWELL

Dear Mr. Wenzel:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on Forest Lane from Cascade Avenue to the east city limits, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs of the project, if any, in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by
R M Allison
for
H. S. Cox
County and City Engineer

RMA:eb

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

HERBERT WENZEL
City Administrator

December 4, 1964

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

State of Oregon
State Highway Department
Salem, Oregon 97310

Att: R. M. Allison
Field Engineer

NOTED
P. B. Arensmeier

Dear Mr. Allison:

This is in further reference to your letter of December 1, 1964 and also to your telephone call. The City Council, at a special meeting last night, voted to advise the State Highway Department that it stands ready to pay $2,000 toward a project costing $22,000 for the improvement of Forest Lane.

They did request me to seek additional information before giving final commitment. The questions they raise are:

What does the $22,000 cover?
Is this for resurfacing and improvement of Forest Lane only within city limits?
What work is actually contemplated that costs $22,000?
Are these estimated costs or a firm commitment?

Please advise me of these matters as early as possible. The Council has given me authority to act in its behalf on this matter.

Yours very truly,

Herbert Wenzel
City Administrator

by
Neal M. Wenzel
City Engineer

NOTED
V. R. JONES

RECEIVED
DEC 7 1964
ENGINEER
COUNTY & CITY DIVISION

Explained by phone 12/7/64. Received Wenzels OK.

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

HERBERT WENZEL
City Administrator

NOTED
DON HARWELL

NOTED
R. M. ALLISON

December 2, 1964

NOTED
H. S. COX

NOTED
P. B. Arensmeier

State of Oregon
State Highway Department
Salem, Oregon 97310

Att: R. M. Allison
Field Engineer

NOTED
R. H. PRANGE

Dear Mr. Allison:

We have your letter of December 1, 1964 regarding proposed improvement of Forest Lane. In this you advise that the estimated cost is $22,000 of which the city's share shall be $2,000. This item is being placed on the agenda for the December 14, 1964 City Council meeting.

In the meantime, we would appreciate information as to why the City is called upon to contribute $2,000. We had understood that funds were available for this by the State Highway Department and the City Council passed the required resolution. I know the question will come up: Why the $2,000 and on what is it based?

Your early reply will be appreciated.

Yours very truly,

Herbert Wenzel
City Administrator

RECEIVED
DEC 3 1964
ENGINEER
COUNTY & CITY DIVISION

Called Wenzel 12/3/64 and explained. Bill

NOTED
V. B. JONES

RESOLUTION No. 119

2-10-64

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000.00) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Cascade Locks is an incorporated city of the State of Oregon and has a population of 660 as given by the latest official census; and

WHEREAS, the following streets of said city, Forest Lane are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the foresaid named streets of said city are in need of repair, reconditioning, and other major improvement:

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000.00, appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cascade Locks does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Thomas Miller Mayor as the official representative of the city in all negotiations resulting from this request.

RESOLUTION No. 119

2-10-64

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000.00) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Cascade Locks is an incorporated city of the State of Oregon and has a population of 660 as given by the latest official census; and

WHEREAS, the following streets of said city, Forest Lane are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the foresaid named streets of said city are in need of repair, reconditioning, and other major improvement:

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000.00, appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cascade Locks does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Thomas Miller Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10 day of February, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cascade, Iowa at a regular or special meeting of said Council, held on the 10 day of February, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

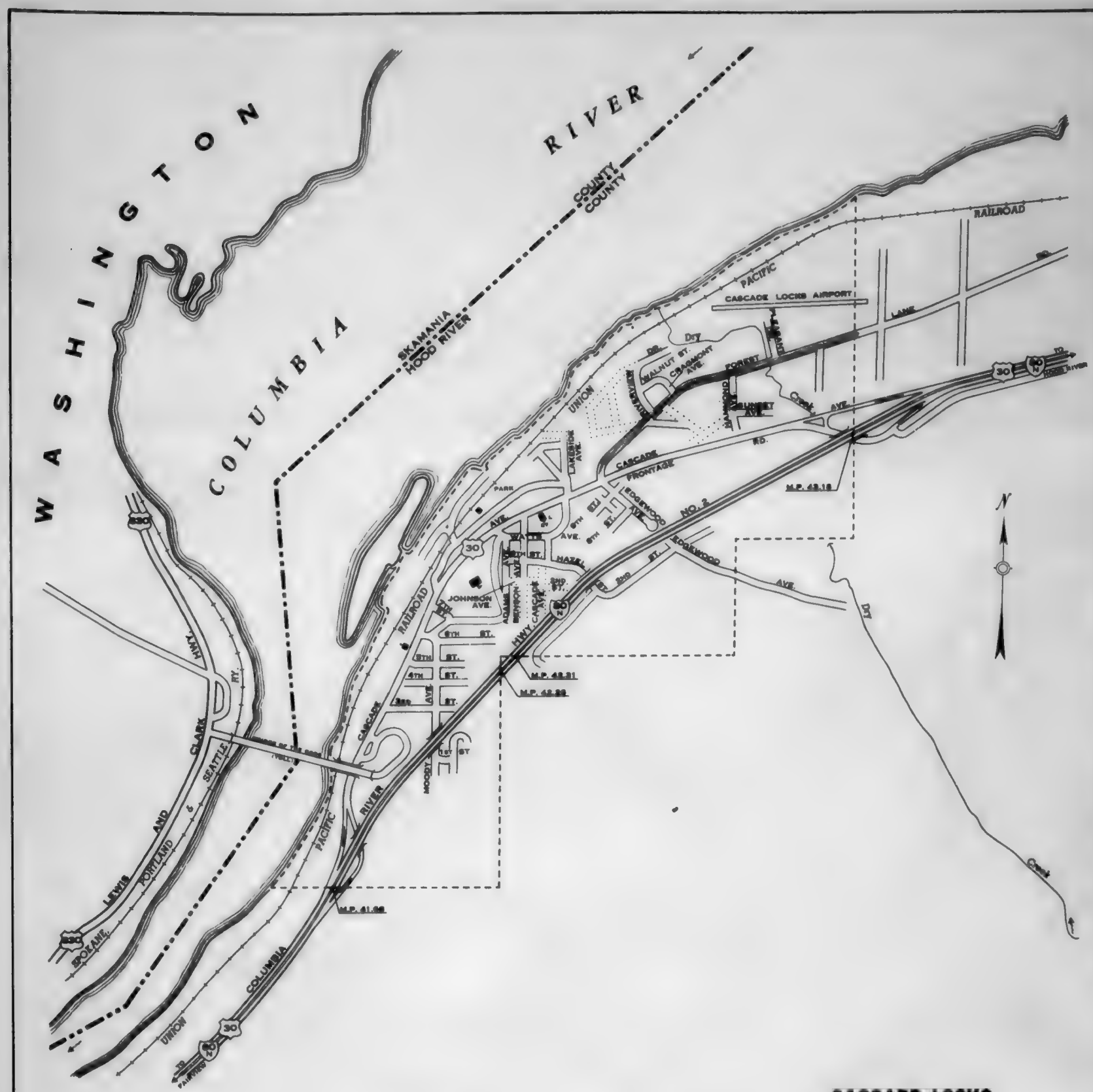
Dated this 11 day of February, 1964

Mat A. Neff
Mayor
President of Council

Attest:

Mildred Fredrich
Recorder

RECEIVED
FEB 26 1964
ENGINEER
COUNTY & CITY DIVISION



SIGNED ROUTES

INTERSTATE

U.S.

ORE

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits.

CASCADE LOCKS

HOOD RIVER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 660

Scale in Feet

August 1963

I-5-1(59)12 S. Ashland Interch.-Wall Crk. Sec. of Pacific Hwy. 1965
#6629 (Siskiyou Safety Rest Area)

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JAN 19 1967
FOR FILE

STATE COPY

Monthly transaction number
19-10

Project report number
11

Modification number
1

FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-22-66

State
Oregon

County
Jackson

Project number
I-5-1(59)12

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 44,607	$ 47,898.
Federal funds	$ 41,100.00	$ 43,581.25
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of December, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

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SEP 22 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMITTAL NO.

FOR FILING

PROJECT REPORT NO.
I-5-1(59)12
5

6627

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-22-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: I-5-1(59)12

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 1.8 Mi. S. of S. Ashland Interchange.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	0.00
*OTHER (Specify)		

FUNDS — Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,607.00	$ 41,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 22 1965

Oregon State Highway Department

Federal Aid
Project No. I-5-1(59)12

SISKIYOU SAFETY REST AREA OF THE

PACIFIC HIGHWAY N JACKSON COUNTY

(stimate as a basis for Project Agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 8021
Rest Area (Sta. 270+00 to Sta. 279+20) (Contract 6620)

Furnishing and Placing Topsoil	1,300 cu.yd.	$ 3.50	$ 4,550.00
Concrete Walks and Surfacing	110 sq.yd.	6.50	715.00
Lawn Construction	1.5 acre	2,200.00	3,300.00
Furnishing and Placing Trees	20 only	25.00	500.00
Furnishing and Placing Broadleaf Evergreen Shrubs	1 only	25.00	25.00
2 1/2-inch Water Pipe	320 lin.ft.	1.45	464.00
1 1/2-inch Water Pipe	280 lin.ft.	1.22	341.60
1 1/4-inch Water Pipe	270 lin.ft.	1.14	307.80
1-inch Water Pipe	560 lin.ft.	.45	252.00
3/4-inch Quick-Coupling Hose Valves	22 only	12.25	269.50
1/2-inch Manual Drain Valves	4 only	1.20	4.80
Portable Sprinklers	3 only	33.00	99.00
3/4-inch Rubber Hose	6 only	11.50	69.00
Building			
Information Center and Rest Station	All Required (55%)		14,836.80
Extra Concrete	2 cu.yd.	120.00	240.00
Water Supply System			
Well Housing	All Required		554.00
Pumping Installation	All Required		1,930.00
2-inch Water Supply Line	510 lin.ft.	1.56	795.60
Sewage System			
4-inch Cast Iron Sewer Line	50 lin.ft.	2.62	131.00
Septic Tank (2,000 Gal.)	All Required		1,033.00
4-inch Sewage Effluent Line	200 lin.ft.	1.65	330.00
Disposal Field (1,890 sq.ft.)	All Required		1,250.00
Electrical System			
Electrical Supply Installation	All Required		3,069.00
Area Illumination			
Area Illumination Installation	All Required		1,513.00
Rest Grounds Facilities			
Concrete Type Drinking Fountain	2 only	127.00	254.00
Water Hydrant	4 only	105.00	420.00
4-inch Drain Line	375 lin.ft.	1.65	618.75
Standard Metal Picnic Table	6 only	398.00	2,388.00
Refuse Receptacles	4 only	28.00	112.00
			$40,392.85

Hardware		$ 100.00
Lower Telephone Line		60.00
		$ 160.00
	Subtotal	$40,552.85
	10% Engr. & Cont.	4,054.15
	Total	$44,607.00

Length of Project . . . . . 0.00 Miles

Federal Funds	$41,100.00
State Funds	3,507.00
	$44,607.00

STOCKTON SAFETY REST AREA

PROJECT NO. I-5-1(59)12

STATE HIWAY

Information Center and Rest Station	All Required (45%)	$12,139.20

AUG 3 - 1966
FOR FILES
I-5 11 ...
1629

August 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project I-5-1(59)12
Siskiyou Rest Area

Dear Sir:

A serious sanitation condition has developed at the Siskiyou Safety Rest Area as the sanitary drain field shows evidence of waste water on the ground surface, thus indicating the field does not have adequate capacity to accomodate the present usage of the facilities. It's feared that if the condition is not corrected in the near future, the well which supplies potable water to the rest area will become contaminated.

The rest area was constructed under Project I-5-1(59)12. The sanitary facilities were designed for a projected 1975 usage. The design of the disposal field was coordinated with Mr. Eaton, District Sanitary Engineer of the State Board of Health and Mr. Moore, Senior Sanitarian of Jackson County. Mr. Eaton was of the opinion the ground was not too suitable for acceptance of waste. It was felt, by all concerned, that the design used during construction would be adequate.

We are proposing to do additional engineering to provide plans and specifications to correct and/or expand the drain field to provide adequate waste disposal.

We, hereby, request your approval of the eligibility of the Preliminary Engineering required to provide adequate correction of the sanitary drain field for Federal-aid Interstate Financing.

We further request your authorization to proceed with all phases of the Preliminary Engineering and include same as part of the existing Preliminary Engineering Project I-5-1(13)66, Hail Creek - California State Line Section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. D. Morgan
R. M. Chase
B. L. Gifford
C. R. Nelson

RMC:ks

RECEIVED
JUL 14 1966
FOR FILING

7-1(57)12
6629

July 12, 1966

Rathbone, King & Seeley
310 S. W. 4th Street
Portland 4, Oregon

Gentlemen:

Contract No. 6629 awarded to Batzer Construction Company for construction of building and facilities in Siskiyou Safety Rest Area on the Pacific Highway in Jackson County was completed on December 23, 1965, and accepted by the Highway Commission on July 6, 1966.

Final payment in the amount of $2,704.85 will be released to the contractor after July 19, 1966. The total contract amount is $56,023.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Batzer Construction Company
926 South Grape Street
Medford, Oregon

Fred Gatter
P. O. Box 491
Medford, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 6 1966
FOR FILING

I-5-1(59)12

6629

July 6, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 23, 1965, on Contract No. 6629. The contract was with Batzer Construction Company and was for building and facilities in the Siskiyou Safety Rest Area on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6, 1966, and that you concur in this procedure at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg fn

FORM F-123X 90M 8-64

RECEIVED
APR 28 1966
OUR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Medford, Oregon
April 27, 1966

Batzer Construction Co
PO Box 669
Medford, Oregon - 97501

Gentlemen:

We have again inspected the Siskiyou Rest Area and find no progress as to the lawn construction.

Discussion on April 7, 1966 with your lawn sub-contractor, S & H Landscape Nursery, indicated he would proceed with the work necessary to establish a healthy and vigorous lawn. This work has not been done and we cannot accept this lawn as complying with specifications.

We are, therefore, giving three days notice and if by that time satisfactory progress has not been accomplished, the State will proceed with the work necessary and the cost will be deducted from your monies due.

Also, considerable debris is evident adjacent to the fence north of the building. Please remove these materials from the site.

Very truly yours,

Jay B Boyd
Assistant Division Engineer

by:

R L Lamnert
Dist Maint Supt

RLL/f
cc: F B Klaboe
F D Morgan
Ivan D Marchant
L R Chandler
S & H Landscape Nursery
R L Lamnert
A C Harwood
J B Boyd

NOTED
F.B.K.
RECEIVED
APR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1966

STATE COPY

FOR Commissioners
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(59)12

6629

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 23, 1965, on Contract No. 6629, Siskiyou Safety Rest Area Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(59)12.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 24, 1966

Conditions noted on above date:

This project was inspected on January 18, 1966 and has been completed in apparent conformance with plans and specifications pending the completion of minor cleanup and finishing.

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: M. E. Martin
M. E. Martin
District Engineer

Rec'd L
Young J
1-31-66

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JAN 13 1966

FOR FILING
I-5-1 (59) 1b

6629

December 15, 1965

Bateer Construction Company
926 South Grape Street
Medford, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from November 1 to December 15, 1965, to complete Contract No. 6629 for the Hobiyee Safety Rest Area on the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of time to December 27, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm
cc L. R. Chandler
Allan Harwood
Ivan Merchant
L. H. Young
C. H. Maison
Bureau of Public Roads

RECEIVED
NOV 23 1965

Form CD-127
(11-63)
(Prev. by
A.O. 2000)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-1 (59) 12

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6629

DATE: November 18, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(59)12
S. Ashland-Wall Creek Section, Pacific Highway
Siskiyou Safety Rest Area

Mr. Edwards' letter of November 15, 1965 requested our concurrence in a proposed extension of the specified completion date from November 1, 1965 to December 27, 1965 on the subject project.

We concur in your proposal on the basis of the reasons set forth in the above mentioned letter.

Copy to Merchant
11-23-65

NOTED
TOM EDWARDS

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 30 1965
FOR FILING

I-C 1(cy)-2

6609

November 30, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 8
December 14, 1965 Meeting

Gentlemen:

The general contractor (Baker Construction Company) on the Siskiyou Safety Rest Area on the Pacific Highway in Jackson County, Contract 6629, has requested that the specified completion date of November 1, 1965, be advanced to December 15, 1965, without assessment of liquidated damages.

The contractor contends that delay in award of the contract and extra work added to the contract has prevented him from completing the contract work within the time specified.

The contractor's contention is correct on both items. The contractor's work was held up four calendar days because of delay in award of the contract and extra work ordered is estimated to require an additional 35 workdays (50 calendar days). These delays advance the completion date to December 27, 1965. I recommend that an extension of time to December 27, 1965, be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:en bg

M-230 (Rev.)—63M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 22, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Nov. 1, '65 days to 12/15/65 days, within which to complete our Contract No. 6629, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

30 days delay in receiving our contract originally.
10 days delay in planting portion of Price Agreement #2.
30 days delay in executing Price Agreement #3.

Respectfully submitted,

Batzer Construction Co.
Contractor

By M. Jones

CONSENT OF SURETY

Date October 22, 1965

We, PEERLESS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

FRED GATTER - INSURANCE (SEAL)

By
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6629 Contractor Batzer Construction Co.

Highway Pacific

Section Siskiyou Safety Rest Area

Kind of Work Building and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Delay in award of contract and extra work added.
Recommend extension to December 27, 1965, be granted without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	6629
Project designation	I-5-1(59)12 (State-Federal)
Date awarded	7/6/65
Work started	7/8/65
Per cent completed	95%, 11/5/65 (Date)
No. of Workdays Allowed	to 11/1/65
No. of Workdays Used	to date
No. of Added Workdays Requested	to 12/15/65

12/27/65

SP*0256-734

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NOV 16 1965
FOR FILING

I-5-1(59)12

6629

November 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Siskiyou Safety Rest Area
Contract No. 6629
FAP No. I-5-1(59)12

Dear Sir:

The contractor on the above project has requested that the specified completion date of November 1, 1965 be advanced to December 15, 1965 without assessment of liquidated damages. The contractor's reasons for this request are quoted as follows:

1. "Thirty days delay in receiving our contract originally."

2. "Ten days delay in planting portion of Price Agreement No. 2."

3. "Thirty days delay in executing Price Agreement No. 3."

Conditions pertinent to each of the above listed items are as follows:

1. The work was bid June 29, 1965, the contract awarded July 6, 1965, and the contracts in blank were forwarded the contractor July 23, 1965. Actual delay would be 24 days total delay, less 20 days reserved by specifications = four calendar days delay.

2. Additional time required to do planting required by Price Agreement No. 2 is estimated at five work days (seven calendar days).

3. Additional time required to do work required by Price Agreement No. 3 is estimated at 30 work days (43 calendar days).

It appears that the contractor was delayed a total of 35 work days and a total of 54 calendar days by conditions beyond his control. These delays advance the completion date for the work to December 27, 1965. With your concurrence, I propose to recommend to the Highway Commission that the completion date for the contract be advanced to December 27, 1965 without assessment of liquidated damages.

As of this date all work on the project, except the additional planting required under Price Agreement No. 3, is complete. The rest rooms are open to public use. The Resident Engineer estimates the work will be complete December 15, 1965, barring unforeseen bad weather conditions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant

CAG:jf jwa

FOR FILING
I 5-1(59)12
6629

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 16, 1965

In reply refer to: 08-35.2-EC

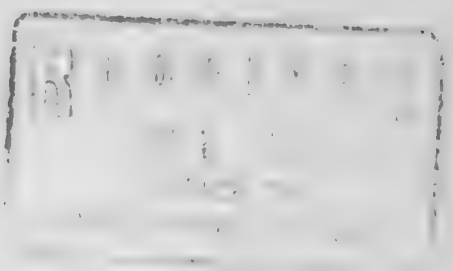
TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(59)12
Siskiyou Safety Rest Area

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of July 6, 1965 in the award of contract No. 6629 to Batzer Construction Co., of Medford, Oregon, low bidder in the amount of $52,532.05 at the June 29, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
7-20-65
NOTED
F. B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-122

RECEIVED
JUL 12 1965
COMMISSIONER'S
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUIGLEY, SECRETARY
SALEM

I-5-1(59)12

6629

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Bateer Construction Company
P. O. Box 689
Medford, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6629 for the following project:

Siskiyou Safety Rest Area on the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County.

This award was based on your bid of $52,532.05 which was submitted to the Commission on June 29, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

Form CP-A31
(11-63)
(Prep. by
A.G. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-1(59)12

6629

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1965

In reply refer to: 08-35.2-DB

FROM : A. H. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(59)12
Siskiyou Roadside Rest Area

P.S.&E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance unnecessary, and further that control of access rights has been acquired, with no utility adjustments involved, as indicated by Mr. Litchfield's and Mr. Moehring's June 2 and June 4, 1965 reports.

Mr. Young's June 3, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1965
FOR FILING

I-5-1(59)12

6629

May 20, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Diskiyou
Rest Area

Dear Sir:

We are submitting program data for five projects, Items 402 through 403, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHCsow

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(7
	1	I-5 1.8 mi. S. of S. Ashland Interchange			3,500	7,400	75
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)(7
	Rest Area Convenience Facilities (N.B.)							
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME	
	Interstate						Jac	
	NAME OF URBAN AREA 17-31						ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
1										
5					PE		I-5 1.8 mi. S. of S. Ashland Interchange (Siskiyou Rest Area)			
5					ROW					
5					CONST (CODE)				50,000	46,000
								PROJECT TOTALS	0.00	50,000	46,000
										(16) (23)(24) (33

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

I-5-1(49)009. The project includes
building and, as IM 21-4-65 prohibit
building used as information center
pating.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

nge (63)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		3,500	7,400	75	08	Oregon	35	042	404

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					I-	5-1(59)		12	

	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Jackson	029	1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
I	I-5		I-5

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Rest area convenience facilities (N.B.) (Sanitary and other facilities; water distribution system; signing; lighting; plant grass, trees & shrubs).
					ROW-250' normal; access control - full; parking restrictions - complete
	50,000	46,000	4,000		
0.00	50,000	46,000	4,000		
	(16) (23)	(24) (33)			

REMARKS Additional data - see Item 294, Project No. I-5-1(49)009. The project includes a combination public convenience and information building and, as IM 21-4-65 prohibits Federal funds participation in that portion of the building used as information center, only 55% of the cost of the building will be participating.

USCOMM DUSCOMM-DC 48905-P61

20-3348 Carl G. Washburne St. Park 1965
N. of Florence
#6630

RECEIVED
FEB 16 1967
FOR FILING
20-3278
6630

February 16, 1967

Firemen's Insurance Company of Newark
160 Pine Street
San Francisco, California

Attention: Mr. Sheridan J. McCarthy
Assistant Secretary

Gentlemen:

Contract No. 6630 awarded to Berry Creek Construction Company for overnight camp facilities in Carl G. Washburne State Park on the Oregon Coast Highway in Lane County was completed on June 24, 1966, and accepted by the Highway Commission on February 15, 1967.

Final payment in the amount of $15,547.86 will be released to the contractor after February 24, 1967. The total contract amount is $142,872.23 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Berry Creek Construction Company
P.O. Box 395
Florence, Oregon

Read Insurance Agency
Florence, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 15 1967

20 3318
6630

February 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 24, 1966, on Contract No. 6630. The contract was with Berry Creek Construction Co. and was for construction of overnight camping facilities in the Carl G. Washburne State Park on the Oregon Coast Highway in Lane County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective February 15, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg fn

RECEIVED
MAR 1 - 1967
FOR FILING

20-3348
6630

February 2, 1967

#11

Berry Creek Construction Company
P.O. Box 395
Florence, Oregon 97439

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6630 for work in the Carl G. Washburne State Park in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date for the contract to June 24, 1966, but assessed liquidated damages for 44 extra workdays used, excluding stop work order time and time consumed in performing extra work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L.R. Chandler
Ellis Jones
L.H. Young
I.D. Merchant
C.H. Maison

RECEIVED
JAN 23 1967
FOR FILING

21-3347
66 3c

January 23, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 11
January 31, 1967 meeting

Gentlemen:

Berry Creek Construction Company, contractor on the Carl G. Washburne State Park Overnight Camping Facilities on the Oregon Coast Highway in Lane County, Contract 6630, has requested a 122-day extension of time without assessment of liquidated damages.

The contractor cites temporary suspension of the work ordered by the engineer and extra work added to the contract as his reasons for the request.

The specified completion date was October 31, 1965. The work was actually completed June 24, 1966. During the overrun time period, November 1, 1965, to June 24, 1966, exclusive of stop work order time and time consumed in performing extra work, the contractor consumed 44 workdays in completing the contract work. Stop work orders and extra work are reasons for waiving liquidated damages. There are no reasons for waiving liquidated damages for the 44 workdays consumed in completing the work.

I recommend that the completion date for the contract be advanced to June 24, 1966, but that the contractor be assessed liquidated damages for the 44 workdays consumed. This amounts to an assessment of $6,160.

This matter will be on the agenda for the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf bg

B-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

" FIXED CALENDAR DATE OF COMPLETION "

Oregon State Highway Commission
Salem, Oregon 97310

Date July 24, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays within which to complete our Contract No. 6630, without the assessment of liquidated damages. The said contract is described as follows:

Construction of Camp and Facilities at Washburne State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

January 21, 1966 to May 2, 1966 - 101 days due to temporary suspension of work as ordered by engineer.
June 3, 1966 to June 25, 1966 - 21 days due to time to complete tile work in buildings under price agreement No. 2.

Respectfully submitted,

Berry Creek Construction Co.
Contractor

By Loyd I. Peterson

BRIDGE
AM
7,8,9,10,11,12,1,2,3,4,5,6 PM

CONSENT OF SURETY

Date July 25, 19 66

We, The Fireman's Insurance Company of Newark, New Jersey

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6630 Contractor Berry Creek Construction Co.

Highway Oregon Coast

Section Carl G. Washburne State Park

Kind of Work Overnight Camping Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant period January 20, 1966, to May 2, 1966, and June 3 to June 24, total 122 calendar days without assessment of liquidated damages.

Assess liquidated damages for remaining 44 calendar days used.

Waive liquidated damages on overrun time except for 44 workdays.

Recommended for Approval:

Jay B. Boyd
Division Engineer

I. D. Merchant By: Leo Rooke
Construction Engineer or Asst. Bridge Engineer

Asst.
State Highway Engineer

Contract No.	6630
Project designation	Carl G. Washburne State Park
	State-Federal
Date awarded	July 6, 1965
Work started	July 27, 1965
Per cent completed	100% June 24, 1966
	Date
No. of Workdays Allowed	October 31, 1965
	Completion Date
No. of Workdays Used	
No. of Added Workdays Requested	122

ST*0200-734

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Carl G. Washburne State Park		WEEK ENDING: 6-24-66
		SECTION PREFIX: 20-3348
HIGHWAY: Oregon Coast		COUNTY: Lane
NAME OF JOB: Washburne State Park	KIND OF WORK: Overnight Camping Facilities	
CONTRACTOR: Berry Creek Construction Co.	CONTRACT NUMBER: 6630	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 7-6-65	DATE WORK STARTED: 7-27-65	ESTIMATED COMPLETION DATE: 6-24-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 2 MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS: (117)	WORK DAYS USED: (252)
PROJECT AUTHORIZATION: $172,588.17	SPECIFIED COMPLETION DATE: 10-31-65	(215%)
EXCLUSIVE OF ENGINEERING: $151,495.85	ENGINEERING AUTHORIZATION: $21,092.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $147,721.32	ENGINEERING COST TO DATE: $19,605.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT UNDERRUN: 2.19%	PERCENT OF AUTHORIZATION: 93 %	DATE PROJECT WAS COMPLETED: 6-24-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	—	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.77	0.77			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,090 CY	2,580 CY			
TOTAL QUANTITIES CORRECTED TO DATE	7,423.9 CY	2,808.5 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,423.9 CY	2,808.5 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

2 Pickups

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Bldg. NO.	A	B						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly cloudy			
TUESDAY	Fair			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY				

NOTED
LLOYD P. SHAW

6-27

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 6-20	Gen.:Cont.: No activity all this week. Bldg. ont.: Painting doors, utility buildings.
TUESDAY 6-21	Bldg.: Painting doors, utility buildings. State Forces working on water system.
WEDNESDAY 6-22	State Forces completed water system and made it available to contractor for testing. Bldg.: Painting doors, utility buildings. Tested hot water and electrical systems.
THURSDAY 6-23	Bldg.: Painting doors, utility buildings. Continued testing hot water system. Installed laundry room sink, Bldg B.
FRIDAY 6-24	Bldg.: Painting doors and installing door handles, Bldgs A & B. Completed satisfactory test of hot water system. All work on project completed this date.
SATURDAY	

REMARKS

Status: Project complete.

RECEIVED
JUN 27 1966
STATE PARKS
DEPARTMENT

cc: Parks Division

SIGNED Estel Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

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APR 14 1966
FOR FILING

20-3348

6630

April 13, 1966

Oregon State Highway Commission

Gentlemen:

Contract No. 6630, for construction of overnight camping facilities at Carl G. Washburne State Park in Lane County, is expected to overrun the authorized amount.

The contractor on the project, Berry Creek Construction Company, has overrun his allotted time and this, as is frequently the case, has resulted in an overrun in engineering costs.

The principal reason for the overrun in construction items is that, under a price agreement, tiling the floors and walls of two utility buildings is recommended as an addition to the original project. This involves $10,562.50. The total anticipated overrun is $16,333.41 or 10.45 percent of the original project authorization.

This matter will appear on the agenda for the April 21 Commission meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
David G. Talbot
L. R. Chandler

LPS:ajw bg

RECEIVED
MAY 2 - 1966
FORM L-30 ROW LOG SP-6470-784

FOR FILING
6630

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 4, 1966

To: Ivan D. Merchant
Bridge Engineer
S A L E M

SUBJECT: Overrun of Project Authorization
Carl G. Washburne State Park
Contract No. 6630
Oregon Coast Highway
Lane County

Enclosed herewith is a report on Expected Overrun of Project Authorization on the subject project. As indicated by this report, it is anticipated that there will be a 10.45% overrun of this project. There are two major items which have contributed to this overrun. The first one involves Price Agreement No. 2 in the amount of $10,562.50, for the tiling of both utility buildings. This was not an anticipated item and has been added during the course of the project. The second item which has contributed to this overrun is the engineering and inspection required to handle this project. The contractor has not prosecuted the project in the best manner and is overrunning the specified completion date. The engineering has been handled from our resident bridge Engineer's office in Eugene which complicates the matter of properly overseeing the job due to the large travel distance to the project. Your approval is recommended.

John Quiner

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

RECEIVED
APR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 8 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
IVAN D. MERCHANT

P. SHAW

Form No. E-372—10M—7-56

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Coos & Curry State Park ..... Date June 30 ....., 19 66

Highway Oregon Coast ..... Contract No. 6630 .....

County Lane ..... Kind of Work Gravel Crushing ..... Contractor Berry Creek Constr. Co.

Contract Amount ..... $ 130,713.12

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			

Minor items, unitemized algebraic total ..... (-) $1,060.00

Subtotal ..... $ 137,025.12

Approved work orders (Price, extra work and state force orders) ..... $ 10,737.50

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

Minor items, unitemized algebraic total ..... -0-

Subtotal ..... $ 147,762.62

Authorization for engineering ..... $ 11,111.45

Expected over-run or under-run of engineering authorization (Item 6, col. 3) ..... $ 9,900.07

Costs not included above (explain) ..... $ -0-

Allowance for future contingencies (4 % of work remaining) ..... $ 2,231.43

Credits to come from transfers and deductions ..... $ -0-

Present estimate of project cost ..... $ 170,905.57

Brief Statement of principal causes of over-run:

PA #2: Installation of tile, Utility Buildings, A & B.
Engineering overrun to date is a result of engineering and inspection required after the specified completion date and the request for additional monies ($5,211.64) is based on the work remaining to complete project.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 156,806.76
Present estimate of project cost	$ 170,905.57
Expected over-run (Amount)	$ 14,098.81
Expected over-run (per cent)	10.4%

Space to right of this line is for use of Salem office.

Submitted by: ..... Resident Engineer

Confirmed by: John Chapman Jr. Asst. ..... Division Engineer

Noted by: ..... Construction or Bridge Engineer

Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 86710

RECEIVED
APR 6 - 1966

FOR FILING 20-3348

6630

BRIDGE DIVISION

Name of Job Carl Washburn State Park Job No. 9465

Highway Oregon Coast Contract No. 6630

Contractor Berry Creek Const. Co.

Initial ___ Intermediate X Final ___ Inspection was Made by A. Rear w/J. B. Boyd-Van Larsen

on March 16, 1966.
Date

REMARKS: Sewer and water line trenches left open through winter have silted in - many sewer lines have loated. It will be necessary to regrade the sewer lines before trenches are backfilled and to check the water system for leaks before backfilling.

Roof of utility buildings appears to have swollen and forced opening in beam splices. This appears to have displaced some of the concrete blocks. Cracks have developed in blocks and mortar joints.

The north disposed field site had water in the trenches so that percolation should be checked before the drain field is actually constructed.

cc: L. P. Shaw
W. H. Gaskill
L. R. Chandler
Ellis Jones

Alfred C. Rear
Signed

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122

RECEIVED
JUL 12 1965
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

20-3348

6630

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 196

Merry Creek Construction Company
. . Box 3
Florence, Oregon

Gentlemen:

The State Highway Commission on July 6, 196 , awarded to you State Highway Contract No. [illegible] for the following project:

Carl G. Washburne State Park north of Florence on the Oregon Coast Highway.

This award was based on your bid of $137,943.17 which was submitted to the Commission on June 29, 196 , for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
L. L. Savage (FLC)
I. D. Merchant
Parks Department

19-8319 Lakeview Rock Prod. Proj. on Fremont Hwy. 1965

#6631

RECEIVED
OCT 12 1965
FOR FILING
19-8317
6631

October 12, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6631 awarded to Jed Wilson and Son for rock production on the Lakeview Section of the Fremont Highway in Lake County was completed on September 3, 1965, and accepted by the Highway Commission on October 11, 1965.

Final payment in the amount of $1,794.56 will be released to the contractor after October 19, 1965. The total contract amount is $36,736.16 including $99.07 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 11 1965
FOR FILING

19-8319

66:1

October 11, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 3, 1965, on Contract No. 6631. The contract was with Joe Wilson and Son and was for rock protection on the Lakeview Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 11, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

REPORT #9

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lakeview Rock Production		WEEK ENDING: September 18, 1965
		SECTION PREFIX: 19-8319
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Lakeview Rock Production Project	KIND OF WORK: Rock Production	
CONTRACTOR: Jed Wilson & Son	CONTRACT NUMBER: 6631	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: July 20, 1965	ESTIMATED COMPLETION DATE: September 3, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: September 1, 1965	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $41,625.00	ENGINEERING AUTHORIZATION: $2,960.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $38,665.00	ENGINEERING COST TO DATE: $2,409.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,741.60		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 5 %	PERCENT OF AUTHORIZATION: 81 %	September 3, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
none	none	none	none	none	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,273.76		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,273.76		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	High clouds 40 -75°			
TUESDAY	High clouds 40-75°			
WEDNESDAY	Overcast 35-70°			
THURSDAY	Clear - windy 20-45°			
FRIDAY	Clear-windy 20-45°			
SATURDAY				

BEN GIFFORD

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	1- man in office compiling semi-final data
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	Semi-final data mailed to Division Office
SATURDAY	

REMARKS

This is the final weekly report for this project.

SIGNED E. J. Dunn LOCATION Lakeview

E. J. Dunn, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM S-100

RECEIVED
JUL 12 1965
FOR FILING
19-8319
6631

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. STIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Jed Wilson and Son
P. O. Box 217
Lapine, Oregon

Gentlemen:

The State Highway Commission on July 8, 1965, awarded to you State Highway Contract No. 6631 for the following project:

Lakeview Rock Production Project on the Fremont Highway near Lakeview.

This award was based on your bid of $36,000.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
I. H. Young
R. G. Savage (BPRC)

ER-152(1) Siletz Slide Corr. Sec. of 1965
Siletz Hwy. (Grad. & Pav.)
#6632

RECEIVED
MAR 2 2 1966
FOR FILING
ER-152(1)
6632

March 32, 1966

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $450 will be made to George A. Moore and Associates, Inc., on Contract No. 6632 for grading and paving the Siletz Slide Correction on the Siletz Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $106,851.51 including the post-final payment. Of the total $1,069.68 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Geo. A. Moore & Assoc., Inc.
923 S. W. 17th Avenue
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 11 1966
FOR FILING

ER-1521

6632

287
364

3d
3-8-66

#1

March 9, 1966

George A. Moore & Associates, Inc.
183 S. W. 17th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 reconsidered your request for an extension of time on Contract No. 6632 on the Siletz Slide Correction Section of the Siletz Highway in Lincoln County.

After considering additional information and the recommendation of the Engineer, the Commission granted you an extension to September 7, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburry
Wendell Schwartz
L. H. Young
T. D. Morgan
C. H. Maleen
Bureau of Public Roads

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 17, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-152(1)
Siletz Slide Correction
siletz Highway Contract No. 6632
Request for Time Extension

The subject request, dated January 12, 1966, is approved, with Federal participation limited as follows:

> Repeating your quotation, Section 3-1 of the Standard Specifications state in part, ".... with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the Department". In your letter, the net overrun percentage factor was applied to the total original time available from the bid opening adte. Section 3-1 indicates that the percentage factor should be applied to that total time beginning with the execution of the contract by the contractor.

This results in a minor revision in the amount of time to be extended, but is felt to be necessary to comply with the specifications.

Routing

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

orig w/ file
Bartel
copy to Young
1-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 17, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-152(1)
Siletz Slide Correction
siletz Highway Contract No. 6632
Request for Time Extension

The subject request, dated January 12, 1966, is approved, with Federal participation limited as follows:

> Repeating your quotation, Section 3-1 of the Standard Specifications state in part, ".... with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the Department". In your letter, the net overrun percentage factor was applied to the total original time available from the bid opening adte. Section 3-1 indicates that the percentage factor should be applied to that total time beginning with the execution of the contract by the contractor.

This results in a minor revision in the amount of time to be extended, but is felt to be necessary to comply with the specifications.

Routing
Bond
RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

orig w/file
Bond file
copy to Young.
1-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 80M 3-65 BP*6470-734

PLEASE RETURN TO F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 6, 1966

SUBJECT: Extension of Time
Siletz Slide Correction
Siletz Highway
Contract No. 6632

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As you requested, a meeting was held yesterday with Mr. George Moore and ~~Mr.~~ Mr. Bellamy representing the contractor, and Assistant Division Engineer Wimer and myself representing the Highway Department.

After discussing Section 8-8 of our specifications with the contractor, he agreed that some of his argument for time extension was not valid. He brings up one point, however, which we think justifies further consideration of this extension. This concerns Section 3-1 of our specifications which states: "....with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the department."

As you know, our contractors often start work before the contract is even submitted to them and probably in some cases we even condone this. In the case of a comparatively small job with an intentionally close completion date, which was the case here, this lapse of time after the opening of bids becomes very significant. This is brought out on the attached completion chart for this job which shows significant dates.

Obviously any changed quantity or unforeseen condition that arises after work does start has more significance than on a longer job. On this project two of the major items, Embankment Foundation Excavation and Rock Embankment, overran 8.8 and 10.4 per cent respectively. Some other items underran, but there was a net overrun of 9.4 per cent of the contract amount. Applying this percentage against the total time available from the date of bid opening, which was 64 days, we derive 6 days additional.

In addition to this, the meeting brought out that the change in the perforated pipe drain system pattern, although underrunning the planned quantity some 20 per cent with respect to the length of the pipe required, did require an additional "T" joint. The contractor had to special order this and make a special delivery of it in order to complete a segment of the under-drain system before it could be back-filled with rock embankment. We agree that 1 day for this can be justified.

This makes a total of 7 days which we recommend be added to the completion date which will establish a new completion date of September 8 leaving 9 penalty days and $675 liquidated damages remaining.

This has been discussed with the Bureau of Public Roads Area Engineer who agrees that the matter merits reconsideration on their part.

This extension was previously declined by the Highway Commission at their November 4 meeting. Please advise if you wish to resubmit it to the Bureau of Public Roads and the Commission and we will prepare letters accordingly.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fp
Enc.
cc R. D. Asburry

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1965
FOR FILING
ER-152 (.)
6632

December 9, 1965

Mr. George A. Moore, President
George A. Moore & Associates, Inc.
923 S. W. Seventeenth Avenue
Portland, Oregon 97205

Dear Mr. Moore:

In this morning's mail we received your letter of December 8 requesting a reconsideration of a denied extension of time on Contract No. 6632 for correction of a slide near Siletz.

Your letter and the attachments that you enclosed with it are being forwarded to the Office of the State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. Forrest Cooper
(Also attached is a penciled summary of actions on this contract starting from the date that bids were opened.)

PHONE: 228-0226

GEO. A. MOORE & ASSOCIATES, INC.
GENERAL CONSTRUCTION
923 S. W. SEVENTEENTH AVENUE
PORTLAND, OREGON 97205

December 8, 1965

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon 97310

Re: Contract No. 6632
Siletz Slide Correction

Dear Sir:

In response to your letter of November 9, 1965, and amplifying our letter of August 24, and our submittal of our Request for Increase in Number of Workdays to Complete Construction Contract dated August 31, 1965, we should like to present additional facts and a claim for the money not paid to us as a result of the assessment of liquidated damages.

We have been advised that the Resident Engineer recommended a denial of our request. We gather from his conversation with our foreman, E. G. Bellamy, that his unfavorable recommendation was based upon our not making a timely commencement of the project as evidenced by his letter of July 15, a copy of which is attached (Exhibit 1). We refer herewith to Article 3-1 of the Standard Specifications of 1964 (Exhibit 2). Our contract and bond was received from the Commission on July 15, and was returned to you, executed, on July 16, 1965. Our payroll records reveal that work commenced on Wednesday, July 21, 1965, which was the first available day to schedule heavy haulers to move our equipment. We enclose a resume' of hours worked each day by our crew from commencement to completion (Exhibit 3).

We refer you again to the mitigating circumstances outlined in our letter of August 24 and our request for Increase in Number of Workdays to Complete Construction Contract, and request that the Commission reconsider its denial; and, further, that we be afforded an opportunity to meet and discuss this problem with the party who is assigned the State's investigation of our claim prior to the reconsideration by the Commission.

Very truly yours,

George A. Moore, President

GAM:lg
Enclosures (3)
cc: W. E. Schwartz, Resident Engineer

RECEIVED
DEC - 9 1965
OREGON
STATE HIGHWAY COMMISSION

Exhibit 1

FORM 6-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Newport, Oregon
July 15, 1965

Geo. A. Moore & Associates, Inc.
923 S.W. 17th Avenue
Portland, Oregon 97205

re: Siletz Slide Correction
Siletz Highway
Contract #6632

Gentlemen:

I am becoming somewhat concerned because we have not heard from you since you were awarded the above mentioned contract. Since this contract has the rather short completion date of September 1, 1965, I believe it is imperative that this work be started immediately.

I am sure you are aware of the liquidated damage provisions of this contract, if not I refer you to Section 6-7, pages 58 and 59 of our Standard Specifications for Highway Construction, 1964 issue.

Sincerely,

Wendell E. Schwartz
Resident Engineer
Newport, Oregon

cc: R. D. Asburry

QLK 7116

GE. A. MOORE & ASSOCIATES, NC.

Exhibit 2 - Article 3-1 of the Standard Specifications Siletz Slide Correction

Article 3-1 Elapse of Time Before Contractor May Commence Work

The contractor's proposal for the work to be done under this contract was made with knowledge on the part of the contractor that the award of the contract and the submission of the contract and performance bond to the contractor for execution might not be made for thirty (30) days after the date on which the proposal was opened, or for a longer time if so stipulated in the special provisions; also, with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the department. Delay in commencement of work occasioned by failure on the part of the department to submit the contract and bond for execution will not entitle the contractor to extra compensation. However, in the event more than twenty (20) days elapse between the date on which the proposal is opened and the date on which the contract and bond, prepared and ready for execution, are submitted to the contractor, consideration will be given by the Highway Commission to the granting of an extension of the time allowed the contractor for completion of the work to cover and offset any delay in work completion actually occasioned by said elapse of more than twenty (20) days.

GE[illegible] A. MOORE & ASSOCIATES, [illegible]NC.

Exhibit 3 - Resume' of Hours

Siletz Slide Correction

Date	Opr.-Lab. Hour-Days	Teamster Hour-Days	Day of Week	
7-21-65	10		Wednesday	
7-22	10		Thursday	
7-23	8		Friday	
7-24	0		Saturday	
7-26	10		Monday	
7-27	10½		Tuesday	
7-28	13		Wednesday	
7-29	4		Thursday	)
7-30	0		Friday	) Death of Superintendent
7-31	0		Saturday	
8- 2	10		Monday	
8- 3	10		Tuesday	
8- 4	10½		Wednesday	
8- 5	11		Thursday	
8- 6	10		Friday	
8- 7	0		Saturday	
8- 9	10		Monday	
8-10	10		Tuesday	
8-11	10		Wednesday	
8-12	10		Thursday	
8-13	10		Friday	
8-14	8		Saturday	
8-16	11		Monday	
8-17	11½		Tuesday	
8-18	11	10	Wednesday	
8-19	10	10	Thursday	
8-20	10	10	Friday	
8-21	10	7½	Saturday	
8-23	10	10	Monday	
8-24	10	9½	Tuesday	
8-25	10	10	Wednesday	
8-26	10	10	Thursday	
8-27	10	8	Friday	
8-28	10½	10	Saturday	
8-30	10	10	Monday	
8-31	10	10	Tuesday	
9- 1	10½	10	Wednesday	
9- 2	10	9	Thursday	
9- 3	8	8	Friday	
9- 4, 5, 6 - Holiday Weekend				
9- 7	0	0	Tuesday (Newport)	
9- 8	12½	8	Wednesday	
9- 9	12		Thursday	(Bellamy only)
9-10	12		Friday	(Bellamy only)
9-11	11½		Saturday	
9-13 through 15	We had no men on the job except general superintendent, who supervised guard rail installation and met with State Engineer to finish out job.			

RECEIVED
JAN 28 1966
FOR FILING

ER-152 (1)

6632

January 27, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 8, 1966 meeting

Gentlemen:

We have received a request from George A. Moore and Associates, Inc. to reconsider his request for an extension of time on the Siletz Slide Correction Section of the Siletz Highway in Lincoln County, Contract No. 6632.

The request is for an extension of the specified completion date from September 1 to September 15, 1965.

Our investigation of the contractor's first request for this extension did not uncover facts that would justify a recommendation for approval. Acting on our recommendation, the Commission denied the request at the November 4, 1965 meeting.

New facts presented since that time make it necessary to reappraise this request. As you know, our contractors often start work before the contract is submitted to them. In this case, the contractor felt compelled to strictly comply with the Standard Specifications which state that work cannot be commenced until the contract and performance bond have been executed by the contractor and returned to the Department, thus some 24 percent of the available time elapsed before work could start. In the case of a relatively small job with a close completion date, which is the situation here, the lapse of time after the bid opening becomes very significant. Any changed quantities or conditions arising after work has started is much more significant than on a larger project. In this project, two major items overran the planned quantities by 8.8 and 10.4 percent respectively. These items, embankment foundation excavation and rock embankment, affected the final completion date. There was a net overrun of 9.4 percent of the

original contract amount. Utilizing this percentage against the total original time available, an extension of 5 calendar days is justified. A change in a perforated pipe drainage system, which required a special material order, delayed the completion of this system and the subsequent grading work by 1 calendar day. A like extension is justified.

We now recommend that an extension from September 1 to September 7, 1965, be granted. This will reduce the liquidated damages leaving $675 outstanding. This is a Federal Aid Emergency Recovery Project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh bg

FORM B-80 80M 3-65 GP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1966

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Assignment No. 364-FBK
Extension of Time
Siletz Slide Correction
Siletz Highway
Contract No. 6632

I believe the main point of the second paragraph of the January 17 Bureau of Public Roads' letter is that the overrun percentage which we are using as the reason for granting a time extension (9.4% in this case) should be applied to a shorter time interval starting with the date that the contract was sent to the contractor for execution. In this case, the contract was mailed on July 14, so there were 48 days available from this date until the specified completion date of September 1. The Bureau of Public Roads' position is that this interval of time rather than the 64 days starting with the bid opening date should be used. I really have no rebuttal argument on this.

We probably should recognize that some time has to be lost in the mechanics of executing the contract, and the actual effective production time is what we should use in time extension calculations. In this case, it makes a difference of only one day (after rounding off to full days). The Bureau concurred, therefore, in a total of 6 days rather than the 7 we requested.

This time lost after opening bids is of much less significance when the performance is based on calendar days under the latest revised specifications. The special provisions cover this point by stating that the elapse of the calendar days will begin with the 10th day (excluding Sundays and legal holidays) following the date upon which the contract is mailed to the contractor for execution.

The prohibition of early work by the contractor is set forth in both Articles 3-1 and 8-3. If we take this lead time into account in setting up our time allowed for performance, I do not believe these sections would have to be changed as long as we stick with calendar days or work days as a time control.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm:fp
Enc.

RECEIVED
JAN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1966

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-152 (1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 17, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-152(1)
Siletz Slide Correction
siletz Highway Contract No. 6632
Request for Time Extension

The subject request, dated January 12, 1966, is approved, with Federal participation limited as follows:

> Repeating your quotation, Section 3-1 of the Standard Specifications state in part, ".... with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the Department". In your letter, the net overrun percentage factor was applied to the total original time available from the bid opening adte. Section 3-1 indicates that the percentage factor should be applied to that total time beginning with the execution of the contract by the contractor.

This results in a minor revision in the amount of time to be extended, but is felt to be necessary to comply with the specifications.

orig w/ file
2 Bonds
copy to Young.
1-21-66

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1966
FOR FILING
ER-152 (1)
6632

January 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Silets Slide Correction
Silets Highway
Project No. ER-152(1)

Dear Sir:

We have received from George A. Moore and Associates, Inc., contractor on the subject project, a request for an extension of the specified completion date from September 1 to September 15, 1965. The contractor's request is based on additional excavation, changes in design, a death in his organization, and a delay in execution of the contract.

The additional excavation and the changes in design were such as might be expected on any highway contract. However, one change in design of a perforated pipe drainage system did require an additional "T" joint. This joint required a special order and special delivery in order to complete a segment of this drainage system before it could be backfilled with rock embankment. Related roadway grading work was therefore delayed and we believe that one calendar day extension for this reason is justified.

The death of the contractor's superintendent, while regrettable, cannot be considered as a valid reason for an extension of time.

One of the reasons given in the Standard Specifications under Section 8-8 for time extensions concerns a delay in award of the contract. Although the contract and bond were sent to the contractor within the 20-day limitation, in the case of a comparatively small job with a restrictive completion date, the lapse of time after opening of bids becomes very significant. Section 3-1 of our Standard Specifications state in part, "...with the knowledge that the work to be done cannot be commenced until the contract and performance bond are submitted to the contractor for execution and are executed by the contractor and his surety and returned to the

Department". Attached is a chart showing significant dates concerning this contract. Obviously, any revised quantities or unforeseen conditions have more significance on a small job such as the subject project. Two of the major items, embankment foundation excavation and rock embankment, overran the plan quantities by 8.8 percent and 10.4 percent respectively. There was a net overrun of 9.4 percent of the original contract amount. Applying this percentage against the total original time available from the bid opening date (64 days) this overrun justifies an extension of six calendar days.

The original completion date for this contract was September 1, 1965. It is our recommendation that the completion date for this project be extended from September 1 to September 8, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klahre
Assistant State Highway Engineer

Encl.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh srb

Silesia Slide Correction
Contract No. 6632

% Completed

0 20 40 60 80 100

July 1

6-29 Bids opened (2)

7-8 Letter notice of award

7-14 Contract sent to Contractor

7-21 Began moving in equip.

7-27 Began exc. (detour)

Aug. 1

8-6 = 14% & 63% of time

Exc.

(7) (5) (18) (20) (16) (6) (3)

(Figures in brackets are No. of work days)

Rock Emb.

Sept. 1 Specified Completion

(Holiday)

Base

Paved

Guard Rail

Complete 9-17

STATE COPY

Monthly transaction number	FORM PR-2A (1-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
ER-152 (1)-67		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
7	(PPM 21-7)	Lincoln
12/19/66		Project number ER-152(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 404,199.

Revised Federal funds $ 256,462.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P68

Federal-Aid
Project No. ER-152(1)

...rson St...to Highway Department

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices, approved State Force Orders, also quantity changes in the Euchre Mtn. Section and Siletz Slide Section based on more recent estimates.)

Salem, Oregon, December 2, 1965

P. & O. C. P.S.

Preliminary Engineering	All Required		$ 1,000.00

Euchre Mountain Section (Sta. 109+82, BP 17.7 to Sta. 431+62, EP 18.1) (Contract No. 69)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
Roadway Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
Mix-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	40 hour	24.00	960.00
Grid Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	800 cu.yd.	4.50	3,600.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	18,000 cu.yd.	3.75	67,500.00
Guide Posts, M-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$141,174.00
Flagging (57½ of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$142,374.00
	Engr. & Cont.		13,626.00
	Total		$155,500.00

Siletz Slide (Sta. 135+00 to Sta. 139+29) (Contract No. 70)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
Roadway Excavation, Unclassified	850 cu.yd.	1.00	850.00
Embankment Foundation Excavation, Unclassified	20,900 cu.yd.	1.10	22,990.00

Rock Embankment in Place	12,500 cu.yd.	$ 4.70	$ 58,750.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$101,415.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$102,465.00
	Engr. & Cont.		10,246.00
	Total		$112,711.00

Type Code 6202

Shunk Cr.-Bridge Cr. (Sta. 52+00 to Sta. 64+00)(Sta. 9+20 to Sta. 17+20)
(Contract No. 6727)

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	760 cu.yd.	$ 1.90	1,444.00
General Excavation, Unclassified	57,200 cu.yd.	0.90	51,480.00
Rock Embankment	13,100 cu.yd.	1.50	19,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,550.00
Finishing Roadbed and Slopes	All Required (70%)		630.00
Rounding Cutbanks	500 lin.ft.	0.25	125.00
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	160 M-gal.	2.50	400.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,130 cu.yd.	2.50	5,325.00
Class "B" Asphalt Concrete	380 ton	9.75	3,705.00
12-inch Culvert Pipe	160 lin.ft.	3.00	480.00
18-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
8-inch Drain Pipe	1,440 lin.ft.	1.80	2,592.00
10-inch Drain Pipe	134 lin.ft.	2.75	368.50
Guide Posts, W-1	44 only	7.60	334.40
Type 2 Fence	164 rod	10.00	1,640.00
			$ 98,298.00

Flagging (57% of Contractor's Cost)	All Required	$ 400.00
Seeding and Mulching	All Required	700.00
Signing	All Required	140.00
Adjust Water Lines	All Required	300.00
		$ 1,540.00
Utilities		
Consumers Power Co.	All Required	$ 577.00
		$ 577.00
	Subtotal	$100,415.00
	Engr. & Cont.	10,041.00
	Total	$110,456.00

Type Code 6201
Temporary and Permanent Flood Repair (MP 6.25 - MP 23.5)

Temporary		
Negotiated equipment, labor and materials	All Required	$ 213.56
State force equipment, labor and materials	All Required	17,488.18
		$ 17,701.74
Permanent		
Approved State Force Orders		
No. 1 Raise Roadway (MP 8.0-MP 8.3)	All Required	$ 3,300.00
No. 3 Remove Logs & Debris (MP 15.1)	All Required	1,300.00
		$ 4,600.00
	Subtotal	$ 22,301.74
	Engr. & Cont.	2,230.00
	Total	$ 24,532.00

Length of Roadway - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Euchre Mtn.	155,900.00	98,064.00	56,336.00
Siletz Slide	112,711.00	71,515.00	41,196.00
Skunk Cr.-Skuludu Cr.	110,456.00	70,084.00	40,372.00
Temporary & Permanent Flood Repair	24,532.00	15,565.00	8,967.00
	$404,199.00	$256,462.00	$147,737.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763
121-1083
121-4463
121-4563

A Phase I Report was not submitted on this project. We used charges on the cost book to arrive at the temporary and permanent repair. D.M.S. charges are not included in this estimate.

SKUNK CR.-SKALADA CT. SECTION

PROJECT NO. EM-152(1)

Utility
Work by Consumers Power, Inc.

Materials	$ 91.00
Labor	227.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(24.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

Oregon State Highway Department

Federal Aid
Project No. ER-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6202
Eschro Hill (Sta. 609/82, M.P. 17.7 to Sta. 631/62, M.P. 18.1)(Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hours	24.00	672.00
Grid Roller with Tractor	100 hours	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yd.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,600 cu.yd.	3.75	58,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$132,172.00
Flagging (57½ of Contractor's Cost)	All Required		1,200.00
	Subtotal		$133,372.00
	10% Engr. and Cont.		13,337.00
	Total		$146,709.00

Type Code 6202
Siletz Slide (Sta. 135/60 to Sta. 139/50)(Contract No. 6632)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	2.00	1,300.00
General Excavation, Unclassified	850 cu.yd.	1.00	850.00

Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	$22,550.00
Rock Embankment in Place	11,900 cu.yd.	4.70	55,930.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe 12 gage, Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 gage	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$ 98,595.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$ 99,645.00
	10% Engr. and Cont.		9,964.00
	Total		$109,609.00

Type Code 6202

Skunk Cr.-Skaldka Cr. (Sta. 52+00 to Sta. 64+00)(Sta. 9+20 to Sta. 15+20)

Clearing and Grubbing	All Required (70%)		$ 4,900.00
Ditch Excavation, Unclassified	760 cu.yd.	2.50	1,900.00
General Excavation, Unclassified	57,200 cu.yd.	0.65	37,180.00
Rock Embankment	13,100 cu.yd.	1.75	22,925.00
Rock Slope Protection	1,700 cu.yd.	3.50	5,950.00
Finishing Roadbed and Slopes	All Required (70%)		420.00
Rounding Cutbanks	500 lin.ft.	0.30	150.00
Trench Excavation	620 cu.yd.	3.00	1,860.00
Special Backfill in Drains	300 cu.yd.	8.00	2,400.00
Watering	160 M-gal.	4.00	640.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	5.50	1,870.00
Stone Base	2,130 cu.yd.	3.50	7,455.00
Class "B" Asphalt Concrete	380 ton	15.00	5,700.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	340 lin.ft.	6.00	2,040.00

8-inch Drain Pipe	1,440 lin.ft.	2.50	$ 3,600.00
10-inch Drain Pipe	134 lin.ft.	3.25	435.50
Guide Post, W-1	44 only	8.00	352.00
Type 2 Fence	164 rod	12.00	1,968.00
			$102,675.50
Flagging (57½ of Contractor's Cost)	All Required		$ 400.00
Seeding and Mulching	All Required		700.00
Signing	All Required		140.00
Adjust Water Lines	All Required		300.00
			$ 1,540.00
Utilities			
Consumers Power Co.	All Required		$ 300.00 Est in no billing
Lincoln-Tillamook Telephone	All Required		200.00
	Subtotal		$104,715.50
	10% Engr. and Cont.		10,471.50
	Total		$115,187.00

Length of Eucher Mtn. . . . . 0.413 mile
Cost of Roadway Per Mile $355,227.60
Length of Siletz Slide . . . . . 0.085 mile
Cost of Roadway Per Mile $1,289,517.65
Length of Skunk Cr.-Skalada Cr. . . . 0.341 mile
Cost of Roadway Per Mile $337,791.78

Type Code 6201
Approved State Force Orders

No. 1 Raise Roadway (M.P. 8.0 to 8.3)	All Required	$ 3,600.00
No. 3 Remove Logs & Debris (M.P. 15.1)	All Required	1,000.00
	Subtotal	$4,600.00
	10% Engr. and Cont.	460.00
	Total	$5,060.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	1,000.00	634.00	366.00
Eucher Mtn.	146,709.00	93,086.00	53,623.00
Siletz Slide	109,609.00	69,546.00	40,063.00
Skunk Cr.-Skalada Cr.	115,187.00	73,064.00	42,123.00
Approved State Force Orders	5,060.00	3,210.00	1,850.00
	$377,565.00	$239,540.00	$138,025.00

Retained in Authorized Fund Status

Temporary and Permanent Repair Not Covered By This Estimate	$ 19,385.00	$ 12,200.00	$ 7,185.00
	$396,900.00	$251,740.00	$145,160.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Const.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 9-47	FORM FR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. ER-152(1) 6632	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-3-65	COUNTY Lincoln
		PROJECT NO. ER-152(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Forest Boundary-Siletz Section of the Siletz Highway in Lincoln County.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-10-65	0.498
RIGHTS-OF-WAY		
CONSTRUCTION	3-15-65 6-7-65	0.498
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 262,378.00	$ 166,476.00

Pro Rata 63.457

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

for A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

ER-152(1)

Form CD-121 (11-63) (Prss. by A.O. 206-16)

UNITED STATES GOVERNMENT

6632 *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 22, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Pronect ER-152(1)
Forest Boundary - Siletz Section
Siletz Highway
Emergency Repairs

We hereby concur in the use of State Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 2, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 20.25 (intermittent) miles of roadway at a total estimated cost of $19,472.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $12,354.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 4, and May 26, 1965. We concurred in the contract awards for Euchre Mtn. Section, Siletz Slide Correction, and Skunk Cr. - Skalada Cr. Section on March 30, July 6, and October 19, 1965 respectively.

Enclosures

REFERRED TO
W. Lucas
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Submitted as a basis for modification of project agreement. [illegible] Project, Approved State Force Orders, [illegible] quantity of Rock in Slide Section and Cloth Slide Section based on more recent estimates.)

Salem, Oregon, December 2, 1940

Item Code No.

Preliminary Engineering — All Required — $ 1,000.00

Item Code No. [illegible] (Sta. [illegible] to Sta. [illegible]) (Contract [illegible]) ER-152(1)

Clearing and Grubbing	All Required		[illegible]
Ditch Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
Roads Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
60-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	48 hour	24.00	672.00
Grid Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	800 cu.yd.	4.50	3,600.00
Class "D" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	18,000 cu.yd.	3.75	67,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	[illegible]
			$141,272.00
Flagging (57½ of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$142,272.00
	Engr. & Cont.		[illegible]
	Total		$155,500.00

Item Code No. [illegible]

[illegible] (Sta. 136+00 to Sta. 139+50) (Contract No. [illegible]) ER-152(1)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
Roads Excavation, Unclassified	850 cu.yd.	1.00	850.00
Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	22,550.00

Oregon State Highway Department

Rock Ditch Lining in Place	[illegible]	[illegible]	[illegible]
Trench Excavation	[illegible]	[illegible]	[illegible]
Special Backfill in Drains	[illegible]	[illegible]	[illegible]
Watering	[illegible]	10.00	[illegible]
MC-1 Asphalt in Watering	1,200 Gal.	0.30	[illegible]
3/4" - 0 Material in Base	490 cu.yd.	4.00	1,[illegible]
Stone Base	590 cu.yd.	4.00	[illegible]
Class "D" Asphalt Concrete	250 ton	13.00	3,250.00
36-Inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106 lin.ft.	17.50	1,855.00
4-Inch Steel Perforated Drain Pipe, 12 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	[illegible]
			[illegible]
Planting (5% of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		[illegible]
			$ 1,050.00
	Subtotal		$102,405.00
	Engr. & Cont.		[illegible]
	Total		$112,711.00

Tax Lots (600)
Road 09-D 1 a Cr. (St. 2+00 to St. 44+00) (Sta. 2+20 to Sta. 15+80)
(Contract No. 1142)

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	700 cu.yd.	$ 1.90	1,[illegible]
General Excavation, Unclassified	37,400 cu.yd.	0.90	31,[illegible]
Rock Replacement	13,100 cu.yd.	1.50	19,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,550.00
Finishing Roadbed and Slopes	All Required (70%)		630.00
Rounding Curbsnis	500 lin.ft.	0.25	125.00
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	140 M.gal.	2.50	[illegible]
MC-1 Asphalt in Watering	980 Gal.	0.50	[illegible]
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,100 cu.yd.	2.50	5,[illegible]
Class "D" Asphalt Concrete	380 ton	9.75	3,705.00
12-Inch Culvert Pipe	140 lin.ft.	3.00	[illegible]
24-Inch Culvert Pipe	340 lin.ft.	4.75	1,[illegible]
8-Inch Drain Pipe	1,440 lin.ft.	1.80	2,[illegible]
10-Inch Drain Pipe	134 lin.ft.	2.75	[illegible]
Guide Posts, W-1	44 only	7.00	[illegible]
Type 4 Fence	144 rod	10.00	[illegible]
			$ 55,[illegible]

Pl[illegible] (97%) of Contractor's Cost)		
Grading and Paving		
Signals	All Required	
Adjust Water Lines		
		$ 4,[illegible]
Utilities		
Consumers Power Co.	All Required	$ [illegible]
		$ 577.00
	Subtotal	$100,413.00
	Engr. & Cont.	12,[illegible]
	Total	$113,[illegible]

Tyre Cole (#61)
Relief to the Department Flood Repair (MP 0.7 - MP 21.2)

Item #1
Highway equipment, labor and materials — All Required — $ 213.96
State Force equipment, labor and materials — All Required — 17,[illegible]
$ 17,731.72

Item #2
Approved State Force Orders
No. 1 Raise Roadway (MP 6.0-MP 8.3) — All Required — $ 3,000.00
No. 3 Remove Logs & Debris (MP 15.1) — All Required — 1,[illegible]
$ 4,[illegible]

Subtotal	$ 22,301.74
Engr. & Cont.	2,[illegible]
Total	$ 24,[illegible]

Length of Roadway - - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

Item #	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ [illegible].00	$ 316.00
Surface Mix.	195,000.00	98,[illegible].00	96,[illegible].00
Slide	112,711.00	71,515.00	41,[illegible].00
Shaft Cr.-Sh. Ld. Cr.	110,[illegible].00	70,[illegible].00	40,[illegible].00
Temporary & Permanent Flood Repair	24,[illegible].00	16,[illegible].00	[illegible]
	[illegible]	[illegible]	$147,[illegible].00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 349, Laws 1939.
State Funds for Maint.: Chap. 349, Laws 1939.

Oregon State Highway Department -/-

Prefix: LAI-1077
LAI-1079
LAI-4743
LAI-1003
LAI-4403
LAI-4863

A Phase I Report was not submitted on this project. No used charges on the cost book to arrive at the temporary and permanent repair. D.A.S. charges are not included in this estimate.

[illegible]

PROJECT NO. [illegible]

Utility
Wabash Valley Consumers Power, Inc.

Materials	$ 91.00
Labor	247.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(44.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

RECEIVED
DEC 1 - 1965
FOR FILING

ER-152(1)

6632

November 30, 1965

General Insurance Company of
America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6632 awarded to George A. Moore and Associates, Inc., for grading and paving the Siletz Slide Correction Section of the Siletz Highway in Lincoln County was completed on September 17, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $4,511.94 will be released to the contractor after December 7, 1965. The total contract amount is $107,471.19 including $1,069.68 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc Geo. A. Moore & Assoc., Inc.
923 S. W. 17th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING
ER-152 (.)
6632

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 17, 1965, on Contract No. 6632. The contract was with George A. Moore and Associates, Inc. and was for grading and paving on the Siletz Slide Section of the Siletz Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
R. D. Asburry

bg

RECEIVED
NOV 24 1965
FOR FILING

ER-152(1)
6632

November 9, 1965

George A. Moore & Assoc., Inc.
923 S. W. 17th Avenue
Portland, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from September 1 to September 15, 1965, to complete Contract No. 6632 for grading and paving the Siletz Slide Correction project on the Siletz Highway in Lincoln County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
Wendell Schwartz
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

FORM E-30 8OM 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1965

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Siletz Slide Correction
Siletz Highway
Contract No. 6632

Attached is a request from George A. Moore and Associates, Inc., contractor on the subject contract requesting an extension of the specified completion date from September 1, 1965 to September 15, 1965 without the assessment of liquidated damages.

The contractor's request is based on additional work on detour excavation, alleged variance from typical section as to the depth and slope of the slip plane, illness and resulting death of the superintendent, and redesign of 6" perforated drain pipe requiring procurement of added fittings.

The location and design of the detour is substantially as shown on the plans. The actual detour excavation was twice the plan quantity but the overrun was still only 800 c.y. and all the excavation on the project, in a plan amount of 21,350 c.y. was set up as "excess" except for some 100 c.y. utilized at detour fill. The only other change which occurred in the detour work was paving with asphaltic concrete which was accomplished in less than 3 hours and probably saved more than this in maintenance time. The changes that occurred therefore, are well within the scope of the project and cannot be construed to constitute a change in plans.

The illness and death of the superintendent is a regrettable occurrence but cannot be considered a valid reason for a time extension.

The slip plane variance referred to by the contractor has to do with the plan typical section (copy attached) which

is drawn with the slip plane on a 4:1 slope. The actual slip plane was found to be steeper than this. The contractor therefore contends that it was more difficult to cut the slope benches than anticipated when he bid the project. The typical section does not indicate any dimensions relative to the depth or slope of the plane and there is no scale shown. The actual embankment foundation excavation overran 9%. This cannot be considered more than a "reasonable limit of variation" which is allowed by Section 102-1.2, and is therefore not a valid reason for a time extension.

The 6" perforated drain pipe network has not been redesigned and is in place. Because the slip plane was not exactly as anticipated, less pipe was used than was shown on the plan. This reduction amounts to 140 lineal feet. This reduction in quantity cannot be considered to be a valid reason for a time extension since it is a minor change within the scope of the plans.

The project was completed on September 17, 1965. This is 16 days beyond the specified date and amounts to $1,200.00 in liquidated damages based on the penalty rate of $75.00 per day. Since the contractor's reasons for requesting an extension of time do not meet the requirements set forth in the 1964 Standard Specifications, we recommend that this request be denied. This is a Federal-aid ER project.

This matter has been discussed with the Bureau of Public Roads' Area Engineer who indicates that they will concur in a recommendation for denial.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

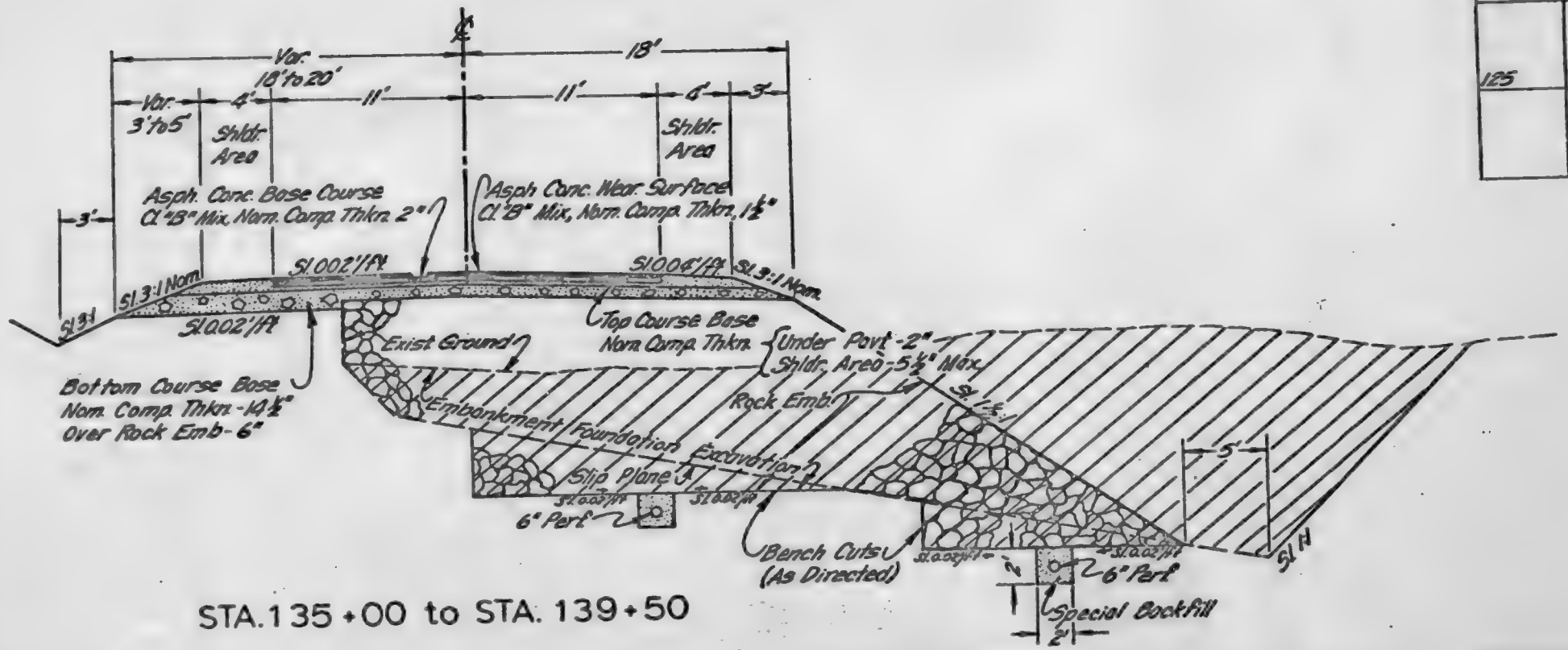
John A. Bond
Staff Assistant

DES:jkk
Attach.
cc: L. H. Young
R. D. Asburry

RECE
SEP 21 1965
OFFICE
STATE HIGHWAY

36 inch Steel Culvt. Pipe, 12 Ga., Type "C" Coated	Lin. Ft.	96	10	106
6-inch Steel Perf. Drain Pipe, 18 Ga.	" "	760	80	840
Guard Rail	" "	450	50	500
Rail End Pieces	One	2		2
Guide Posts, W-1	One	8	2	10

TYPICAL SECTIONS



STA. 135 + 00 to STA. 139 + 50

Form CD-121
(11-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to:

ER-152 (1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

1621

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon ER-152(1)
Siletz Slide Corr. Section
Siletz Highway
State Force Order No. 1 - Seeding & Mulching

Reference is made to your letter dated September 30, 1965 concerning subject order. We are approving the use of State forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
[illegible] Lwlsnd.
BY ASST. STATE HWY. ENGR.
10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date _____ By G-1-P
Title _____
U.S. Bureau of Public Roads

Order No. 1

Project Name Siletz Slide Correction Date September 15, 1965.

Highway Siletz Contract No. 6632 F. A. Project No. ER-152(1)

County Lincoln Prefix 121-1079 Account No. 224 & 238

Description of Work To Be Done:

Grass seeding, fertilizing & mulching to be done by State Erosion Control crews on cut and fill slopes where necessary throughout the project as protection against erosion and roadside improvement.

Location by Station Numbers:

As required between Stations 135+00 - 139+50

Estimate of Quantities and Costs:

1 acre seed & fertilize	@	$ 50.00/Acre	$ 50.00
1 acre mulching	@	150.00/Acre	150.00
			$200.00 Total

Explanation: State is equipped to do this work with special equipment that will be a saving of public funds. Funds totalling $200.00 are provided for and approved in project authorization. This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 112,100.62
Present estimate of project cost, including $ 200.00 for work under this order	$ 112,100.62
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Swartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 6 - 1965
FOR FILING
ER-152(1)
6632

October 5, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 4, 1965 meeting

Gentlemen:

George A. Moore and Associates, Inc., contractor on the Siletz slide correction project on the Siletz Highway in Lincoln County, requests that the completion date for his work be extended from September 1 to September 15, 1965 without the assessment of liquidated damages. This is Contract No. 6632.

The contractor lists additional excavation, changes in design, and a death in his organization as reasons for the extension. The changes in design and additional work were of a very minute nature and such as could be expected on any highway contract. The death of his superintendent, while regrettable, cannot be considered as a valid reason for extending the completion date.

The project was completed on September 17, which is 16 days beyond the specified date and results in $1,200 in liquidated damages. I have no alternative but to recommend that the request for extension of time be denied.

This matter will be on the agenda for the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

kms.

DES:jkk RLP:ms fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6632 Contractor Geo. A. Moore & Associates, Inc.

Highway Siletz

Section Siletz Slide Correction

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~BE GRANTED~~. The reasons for such recommendation are as follows:

Illness and death of the project superintendent is not an item justifiable by the contract for an extension of time. The other items cited claim additional work or delay in time due to change of plans in the detour and perforated drainage system. The plan was followed as close as practicable in both cases and therefore can not be considered as justifiable reasons for an extension.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6632

Project designation FR-152(1) State-Federal

Date awarded July 6, 1965

Work started July 22, 1965

Per cent completed 100 Date 9-3-65

Specified Date of Completion: Sept. 1, 1965

Revised Date of Completion: Sept. 15, 1965

No. of Workdays Used

No. of Workdays Extended to: None

No. of Added Workdays Requested

B—330 (Rev.)—SM—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 30, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 42 days to 51 days, within which to complete our Contract No. 6632, without the assessment of liquidated damages. The said contract is described as follows:

Siletz Slide Correction

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional work on detour excavation and slip plane variance	3 work days
Illness and resulting death of superintendent	3 work days
Redesign of 6" perforated drain pipe required procurement of added fittings	3 work days

Respectfully submitted,

GEO. A. MOORE & ASSOCIATES, INC.
Contractor

By George A. Moore, President

CONSENT OF SURETY

Date August 30, 1965

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby, Attorney-in-fact

(SEAL)

Resident A

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siletz Slide Correction		WEEK ENDING: 24 Sept., 1965
		SECTION PREFIX: 121-1079
HIGHWAY: Siletz		COUNTY: Lincoln
NAME OF JOB: Siletz Slide Correction	KIND OF WORK: Grading & Paving	
CONTRACTOR: Geo. A. Moore & Associates	CONTRACT NUMBER: 6632	FEDERAL AID PROJECT NUMBER: ER-152(1)
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: July 21, 1965	ESTIMATED COMPLETION DATE: September 17, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 112,100.62	SPECIFIED COMPLETION DATE: Sept. 1, 1965	PERCENT OF TIME ELAPSED: 120
EXCLUSIVE OF ENGINEERING: $ 104,129.02	ENGINEERING AUTHORIZATION $ 7,971.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 108,089.00	ENGINEERING COST TO DATE $ 4,502.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN XXXXXX 0.6 %	PERCENT OF AUTHORIZATION 56 %	DATE PROJECT WAS COMPLETED: September 17, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rock Emb.	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE XXXXXX Rock Emb.	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09	0.09		0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09	0.09		0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,350	840	11,900		250.00
TOTAL QUANTITIES CORRECTED TO DATE	23,982.1	862	13,132.8		483.59
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,982.1	862	13,132.8		483.59
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Foggy			
WEDNESDAY	Ptly. Cldy.			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work performed by Contractor.
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Office staff worked part time on Semi-final computations, and expects to have same ready for turn in next week.

This is the final Weekly Report.

SIGNED William E. Lemmitz LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 8 - 1965
FOR FILING
ER 152(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if Federal funds are required.
Date AUG 6 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Siletz Slide Correction
Highway Siletz
County Lincoln
Contractor George A. Moore & Associates, Inc.
Address 923 S. W. 17th Avenue, Portland

Date August 6, 1965
Contract No. 6632
Prefix 121-1079
F. A. Project No. ER-152(1)
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share, Construction Flagging

Location by station numbers:

Entire Project

Estimate of quantities and cost:

Labor $200.00 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This amount was provided in construction authorization for flagging. Percentage allowance to contractor to be in conformance to executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 112,100.62
Present estimate of project cost, including $ 200.00 for work under this order	$ 112,100.62
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer
Approval Recommended: /s/ R. D. Asbury, Division Engineer
Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer
Approved /s/ L. H. Young, Construction Engineer, Salem Office

State Printing Young 9-2-65

Form CD-121
(11-63)
(Pres. By
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

ER-152(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6632 Salem, Oregon

DATE: July 20, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

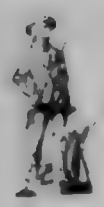
By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-152(1)
Siletz Slide Correction Section

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 6, 1965 in the award of contract No. 6632 to George A. Moore and Assoc., Inc., of Portland, Oregon, low bidder in the amount of $98,595.00 at the June 29, 1965 bid opening.

REFERRED TO
R. E. Young
By Asst. State Hwy. Engr.
7-23-65

NOTED
F. E. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM B-188

RECEIVED
JUL 12 1965
FOR FILING
ER-1521(1)
66:2

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

A

July 6, 196

George [illegible] Moore and Associates, Inc.
923 S. W. 17th Avenue
Portland, Oregon 9720[illegible]

Gentlemen:

The State Highway Commission on July 6, 196[illegible], awarded to you State Highway Contract No. 0632 for the following project:

Grading and paving on the Siletz line Correction Section of the Siletz Highway near Siletz.

This award was based on your bid of $9[illegible],9[illegible].00 which was submitted to the Commission on June 29, 196[illegible], for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (DI C)

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

RECEIVED
JUL 6 - 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
JUN 30 1965
NOTED
CE ACE ACE COE

ER-152(1)

June 29, 1965

6632

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheets of the following listed projects transmitted to us by your letter dated June 21, 1965 have been received:

Murder Creek Section, Central Cemetery Dike, Pacific Highway, Linn County.

Devitt Creek-Blodgett Section Eddyville-Blodgett Highway, Lincoln County.

M.P. 12.1 Slide Section, Siletz Highway, Lincoln County.

Umpqua River Draw Rest Pier Protection, Oregon Coast Highway, Douglas County.

East Sucker Creek and West Sucker Creek Bridges, FAS 267, East Fork, Illinois River Bridge, FAS 851, Josephine County.

Service Creek Bridge, Service Creek-Mitchell Highway, Wheeler County.

We also are in receipt of a copy of the Oregon State Game Commission's comments and recommendations to you on these projects and are in accord with their recommendations. Considerable care should be taken to avoid heavy silt loads in the streams. Your favorable consideration in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

6/30/65 - Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asbury (6)
L. R. Chandler (4)
J. F. Putnam (2)

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

RECEIVED
JUN 28 1965

Mailing Address
P. O. Box 3503
Portland, Oregon 97203

ER-152(1)
6632

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

CONSTRUCTION DIVISION
JUN 28 1965

June 25, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
F. E. McPOE

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets on the below projects, which were sent with your letter of June 21, 1965.

1. Murder Creek Section, Central Cemetery Dike, Pacific Highway, Linn County.

2. Devitt Creek-Blodgett Section, Eddyville-Blodgett Highway, Lincoln County.

3. M.P. 12.1 Slide Section, Siletz Highway, Lincoln County.

4. Umpqua River Draw Rest Pier Protection, Oregon Coast Highway, Douglas County.

5. East Sucker Creek and West Sucker Creek Bridges, FAS 267, East Fork, Illinois River Bridge, FAS 851, Josephine County.

6. Service Creek Bridge, Service Creek-Mitchell Highway, Wheeler County.

There does not seem to be any conflict with wildlife resources on any of these projects, so they are approved. We do wish to call your attention to the need for siltation precautions on FAS 267, FAS 851, Service Creek Bridge, and M.P. 12.1 Siletz Slide Section.

Assuming that bridge construction will be going on during the period that anadromous fish will have spawned in late fall, siltation of spawning gravel should be avoided. The recovery of runs from last winter's flood damage will be slow, even with ideal conditions for survival.

The Siletz slide work will be in the area of the heaviest concentration of anglers during the late summer period. Avoidance of silt deposition in the stream during this period will build much good will, and prevent adverse comments.

We appreciate the opportunity to comment on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc/Director, OFC

6-28-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (6)
L. R. Chandler (4)
J. F. Putnam (2)

RECEIVED
JUN 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

21-4232 Yaquina Bay Br. at Newport 1965
(Maintenance Painting)
#6633

RECEIVED
JAN 17 1967
FOR FILING

21-4232
6633

January 17, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6633 awarded to A. H. Barbour & Sons, Inc., for maintenance painting on the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County was completed on November 24, 1966, and accepted by the Highway Commission on January 16, 1967.

Final payment in the amount of $6,030.00 will be released to the contractor after January 24, 1967. The total contract amount is $201,000.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. H. Barbour & Sons, Inc.
2828 N. E. Alberta Street
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 17 1967
FOR FILING
21-4232
6633

January 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 24, 1966, on Contract No. 6633. The contract was with A. M. Barbour and Sons, Inc. and was for maintenance painting on the Yaquina Bay Bridge Section of the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 16, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
MAR 9 - 1967

FORM E-20 (ODOT 10-65) SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1966

NOTED
R. L. PORTER

FOR FILING
21-4222
6633

To: R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: CLC 66-93
S. S. OVERSEAS ROSE
Yaquina Bay Bridge
Contract No. 6633
Accident of February 24, 1966

Enclosed is a copy of letter dated December 27, 1966, with enclosure, from A. H. Barbour & Son, Inc., Contractor, contractor involved in this matter. As you will see, the Barbour firm has turned this matter over to their insurance carrier, and further developments are awaiting Mr. Barbour's recovery from an illness.

We are also advising our own insurance carrier of this development.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Enc.
cc: G. E. Rohde

RECEIVED
DEC 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

LESSER, ESDON AND COMPANY
ADJUSTERS OF INSURANCE LOSSES
811 SOUTHWEST SIXTH AVENUE
PORTLAND, OREGON 97204

AREA CODE 503
228-7515

AIR MAIL

December 22, 1966

Burke & Parsons
Mr. Max Taylor
Counselor at Law
52 Wall Street
New York, N.Y. 10005

Re: SS OVERSEAS ROSE
Struck Bridge
Newport, Oregon
February 24, 1966
Your File #10-242
Our Insured A. H. Barbour and Son
Our File C 36,471

Attention: Mr. Max Taylor

Dear Mr. Taylor:

This will acknowledge receipt of the carbon copy of your letter under date of December 13, 1966 to Mr. Forrest Cooper of the Oregon State Highway Department and our insured, A. H. Barbour and Son Inc. relative to the above captioned matter.

Sadly, we must report, our insured, Mr. Barbour, was the victim of a heart seizure in the latter part of November of this year and is at the present time confined to a local hospital.

We have been advised by Mr. Barbour's office that they expect him back to limited activity after the first of the year and, since we are badly hampered by his absence in bringing this matter to any sort of conclusion, we would respectfully request your indulgence during the limited period of his incapacity.

Very truly yours,

LESSER, ESDON AND COMPANY

George A. Coleman

GAC/mb

RECEIVED
TO CK'D
AHB
LB
GB
DEC 2 1966
EG
AB
LD
SE

FORM E-123X SOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 21, 1966

Max Taylor
Burke & Parsons
Counselors at Law
52 Wall Street
New York, N. Y. 10005

Re: Our File CLC 66-93
S. S. OVERSEAS ROSE
Yaquina Bay Bridge
Contract No. 6633
Accident of February 24, 1966
Your File No. 10-242

Dear Mr. Taylor:

This will acknowledge receipt of your letter dated December 13, 1966, addressed to Mr. Forrest Cooper, State Highway Engineer, who has referred it to me for reply. As you will see from our letter of December 20 to A.H. Barbour & Son, Inc., a copy of which was forwarded to you, this matter is, from our standpoint, solely the contractor's responsibility.

While we do not necessarily subscribe to your view that this is a case of clear liability, we do share your view that it is a matter which should be susceptible of amicable disposition, without litigation. However, we are not in a position to participate in any settlement.

The doctrine of sovereign immunity still prevails in Oregon, as to actions sounding in tort, and if you should deem it necessary to join the State or the Highway Commission in a suit or action on your client's claim, we would find it necessary to raise that defense. Further, the State of Oregon has not consented to be sued in the Federal Courts, and is not within the jurisdiction of the U. S. District Court. DeLong Corp. v. Oregon State Highway Comm. (D.C. Or., 1964), 233 F. Supp. 7, Aff'd. (CA 9, 1965), 343 F.2d 911, cert. den. 382 U. S. 877, 15 L.Ed. 2d 119 (1965).

To summarize, we are hopeful that litigation against the State can be avoided but if that is impossible, we will be obliged to defend any such litigation as vigorously as our resources will permit.

Very truly yours,

GER:AHJ:gw
cc: R. L. Porter
I. D. Merchant
Tom Edwards
F. C. McKinney
Alan Johansen

G. E. ROHDE
Chief Counsel

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-128X 50M 7-66

RECEIVED
DEC 22 1966
FOR FILING
21 43 92
6633

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1966

Allstate Insurance Co.
198 Commercial St. S. E.
Salem, Oregon

Re: Yaquina Bay Bridge
Maintenance Painting
Contract No. 6633
Damage to S. S. OVERSEAS ROSE
Accident of February 24, 1966
Our File CLC 66-93

Gentlemen:

Enclosed for your information is a copy of our somewhat meager file relating to the above claim.

As you will see, particularly from our letter to A. H. Barbour & Sons, Inc., bearing even date herewith, we regard this as a case of sole contractor's responsibility. However, in view of the possibility that the Highway Commission or some of its officers or employees might be named parties defendant in contemplated litigation, you should be advised of this matter.

We have not previously reported this matter to you, since our Legal Division was not apprised of the incident at all until receipt of the letter of December 13, 1966, from Messrs. Burke and Parsons, a copy of which is included within the enclosures.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gv
Encs.
cc: R. L. Porter
Tom Edwards
I. B. Merchant
G. E. Rohde

RECEIVED
DEC 20 1966
OFFICE OF
STATE [illegible]

FORM E-788X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1966

A. H. Barbour & Sons, Inc.
2828 N. E. Alberta Street
Portland, Oregon

Re: Yaquina Bay Bridge
Maintenance Painting
Contract No. 6633
Damage to S. S. OVERSEAS
REDE
Accident of February 24, 1966

Gentlemen:

Please refer to letter of December 13, 1966, from Burke & Parsons, Counselors at Law, representing Maritime Overseas Corporation, agent for the owner of the above vessel. This letter was addressed to Mr. Forrest Cooper of this Department, and also to your company.

This is to formally notify you, consistent with previous communications on the subject, that the State will look to you for full indemnification and protection from any and all loss, damage or expense arising out of the above incident, or litigation resulting therefrom, pursuant to applicable contract provisions.

We express no opinion as to Messrs. Burke and Parsons' opinion that this is a case of clear liability. In view of that assertion, however, and the fact that litigation is apparently being contemplated, we suggest that it would be in the best interests of all parties concerned for you to contact Messrs. Burke and Parsons forthwith.

Very truly yours,

G. E. RONDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gv
cc: Burke & Parsons
R. L. Porter
Tom Edwards
I. D. Merchant
G. E. Rohde

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Mail
BV Feb 1, '67

BURKE & PARSONS
COUNSELORS AT LAW
52 WALL STREET
NEW YORK, N. Y. 10005

RAYMOND J. BURKE
J. LESTER PARSONS
MAX TAYLOR
THOMAS A. DILLON, JR.
JOSEPH P. FLEMMING

ALFRED A. MEYER

HENRY 4-1030
CABLE ADDRESS: AZIMUTH
TELEX 222560

December 13, 1966

REFERRED TO
McLernon
BY DEPUTY STATE HIGHWAY ENGINEER
Let me please
12-15

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon 97310

A. H. Barbour & Son, Inc.
2828 N. E. Alberta Street
Portland, Oregon

Re: S.S. OVERSEAS ROSE
Struck Bridge
Newport, Oregon
February 24, 1966
Our File No. 10-242

Dear Sirs:

Maritime Overseas Corporation, agent for the Owner of the S.S. OVERSEAS ROSE, has referred to us for attention the damage sustained by the Vessel on February 24, 1966, resulting from the defective condition of the Yaquina Bay Bridge which constituted an obstruction to navigation. We understand that you are entirely familiar with this matter.

Before referring this matter to local counsel for the purposes of instituting suit, we would appreciate your advices as to whether an amicable adjustment of this matter can be had.

It seems to us that this is a case of clear liability. As you undoubtedly know, a bridge is an obstruction to navigation and must comply in every respect with the authority granted by the Army Engineers to construct and maintain a bridge (see 33 U.S.C. 491 et. seq., particularly §494).

We would be grateful to receive your early advices in this matter.

Yours very truly,

BURKE & PARSONS

By Max Taylor
Max Taylor

RECEIVED
DEC 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Lesser, Edson & Company

FORM E-1 (REV 12-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Yaquina Bay Bridge		WEEK ENDING: ~~October 15, 1966~~
		SECTION PREFIX: 21-4232
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Yaquina Bay Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: A.H. Barbour and Sons Inc., 2828 N.E. Alberta Street, Portland, Ore.	CONTRACT NUMBER: 6633	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: ~~7-26-65~~	ESTIMATED COMPLETION DATE: ~~Nov. 1966~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 30, 1966	PERCENT OF TIME ELAPSED: ~~99%~~
PROJECT AUTHORIZATION: $ 226,125.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~99%~~
EXCLUSIVE OF ENGINEERING: $ 210,045.00	ENGINEERING AUTHORIZATION $ 16,080.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~201,000.00~~	ENGINEERING COST TO DATE $ ~~11,700.00~~	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ~~4.3~~ %	PERCENT OF AUTHORIZATION ~~72~~ %	DATE PROJECT WAS COMPLETED: 11-24-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

5 compressors, 1 forklift, 1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1820-N							
PERCENT	~~89~~							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY ~~9~~	~~Fair~~		0	
MONDAY ~~10~~	~~Fair~~		0	
TUESDAY ~~11~~	~~Fair~~		0	
WEDNESDAY ~~12~~	~~Rain~~		8	
THURSDAY ~~13~~	~~Fair~~		0	
FRIDAY ~~14~~	~~Cloudy~~		0	
SATURDAY ~~15~~	~~Fair~~		0	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	2nd base coat below deck in brackets 22, 23 & 24 span 2.
MONDAY	1st green coat below deck in brackets 23 & 24 span 2. Spot blast and prime below deck in brackets 2 & 3 span 3.
TUESDAY	Spot blast and prime below deck in brackets 4 & 5 span 3. 1st base coat in brackets 1, 2, 3 & 4 span 3.
WEDNESDAY	No activity.
THURSDAY	No painting - moving rigging under span 3.
FRIDAY	2nd green coat applied on remaining parts of span 2. Span 2 is complete. Spot blasted and primed in brackets 4 & 5 span 3.
SATURDAY	Spot blasted and primed in brackets 5 & 6 span 3.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 20 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

REMARKS

Span 1 complete, span 2 complete; if weather holds contractor expects to complete in 2 or 3 weeks.

SIGNED Jack Davis, RRE LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

21-4232

FORM E-123X 50M 3-65
RECEIVED
MAY 10 1966
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RETTIG, MEMBER
WILLAMINA
DAVID B. SIMPSON, MEMBER
PORTLAND
21-4232
6633

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 5, 1966

1596

A. E. Barbour and Sons, Inc.
2828 N. E. Alberta Street
Portland, Oregon

Subject: Yaquina Bay Bridge
Oregon Coast Highway
Contract No. 6633

Gentlemen:

This letter is written confirmation of the telephone message left in your Portland office this date regarding the placing of compressors on the sidewalk of the bridge on the subject contract.

It has been determined by our Bridge Department that the sidewalk on this structure has sufficient strength to hold the 5,000-pound compressors, and permission is granted for them to be placed on the sidewalk with one reservation. When the compressors are in operation they should be located near a post where the sidewalk has a beam under it to help compensate the reaction of the vibration of the compressor when in operation.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:sm
cc Tom Edwards
A. A. Baer
Jack L. Davis

NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
STATE HIGHWAY ENGR.

FORM H-80 8OM 7-64 8P*8228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1966

SUBJECT: Assignment #4596-TE

To: E. S. Hunter
Maintenance Engineer
D E P A R T M E N T

The above assignment involves a carbon copy to Mr. Edwards of a letter from Temple V. Ehmsen to Major Quantz regarding justification of frequency assignments to the City of Portland.

It does not appear that a reply is required relative to this carbon copy to Mr. Edwards.

The letter from Mr. Ehmsen does not, however, justify the request for 21 of the available 38 frequencies for assignment to the City of Portland. The request is based on a ten-year projected future growth of their system, and is strictly an attempt to reserve these channels in the event that they might be useful at a future date. Considering the limited number of frequencies available to public services, I cannot see how we can approve of assignment of this block to the City of Portland.

In discussing this problem with Mr. Carver, he suggested that perhaps the matter should be brought to the attention of the FCC through AASHO for an actual interpretation of the rule, and guidance for future problems of this type. Therefore this would be a subject to discuss at the upcoming WASHO meeting when frequency co-ordination will be one of the prime topics.

NOTED
TOM EDWARDS

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk

RECEIVED
MAY 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MAINTENANCE ENGINEER

NOTED
D. D. ALLEN
cc w/NDW
TE 4596

TEMPLE V. EHMSEN
COMMUNICATIONS
DIRECTOR

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC AFFAIRS

STANLEY W. EARL, COMMISSIONER

BUREAU OF COMMUNICATIONS & ELECTRONICS

419 S. W. MARKET STREET 227-3941

April 18, 1966

Major Richard Quantz
Washington State Patrol
905 Dexter Avenue North
Seattle, Washington

Dear Dick:

I assume the justification Mr. Edwards refers to under FCC rules section 89.409, falls under subsection C.

The City of Portland presently operates over 100 mobiles units in each of the Fire and Highway Maintenance services. Additionally, we are approaching 100 mobiles in LGS, and operate over 250 in Police. A ten year projection of the past and present rate of growth shows over 200 mobiles each for all services except Fire and LGS, with the latter two at about 150 units each.

The City of Portland presently is operating on twelve 150-160 Mc. channels in their various base-mobile systems, not counting point-to-point operations. The proposed 450 Mc. operation involves paired base and mobile channels for complete mobile relay operation.

Further, it should be kept in mind that the replaced 150 Mc. channels will be released when the 450 Mc. system becomes operative.

Hence, the projected growth, plus the proposed 450 Mc. mobile relay operation, represents our 450 Mc. requirement for 10 paired channels plus one mobile/pack set channel for the fire bureau.

I do recognize that the "fish bowl" grouping of emergency service channels in the 450 Mc. band slows up the allocations operation. However, since our request for 450 Mc. clearances has dragged out for well over a year, I would appreciate a decision as soon as possible.

RECEIVED
1
OFFICE
STATE PUBLIC SAFETY

Very truly yours,

Hunter
DIO

Temple V. Ehmsen
City Communications Director

CC/Tom Edwards

RECEIVED
MAR 29 1966
FOR FILING
21-4232
6622

March 28, 1966

Mr. H. Kraus
Insurance and Claims Department
Maritime Overseas Corporation
511 Fifth Avenue
New York, N.Y. 10017

Your File: 570-H

Dear Mr. Kraus:

We acknowledge receipt of your Invoice No. 216 in the amount of $2,595 for repairs to the S/S Overseas Rose which was damaged by obstructions hanging from the Yaquina Bay Bridge.

As we advised the American Mail Line, Ltd. in our letter of March 7, (copy of which is attached) this damage is the responsibility of the painting contractor, A. H. Barbour and Son, Inc., 2828 N. E. Alberta Street, Portland, Oregon, who has a painting contract under way.

We are forwarding the invoice to the contractor for handling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc/enc. A. H. Barbour and Son, Inc.

cc Mr. J. F. Nicholson
District Superintendent
American Mail Line, Ltd.
Portland, Oregon

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
R. D. Asburry (enc.)

TE:jwa

MARITIME OVERSEAS CORPORATION
Ship Managers and Brokers
511 FIFTH AVENUE, NEW YORK, N. Y. 10017

TELEPHONE
TN 7-3500

CABLE ADDRESS
SHIPSCONT

Oregon State Highway Department
Salen, Oregon

216

~~INVOICE NO:~~ CLAIM 570-H

DATE:	S/S
3/23/66	OVERSEAS ROSE

RE: Struck Yaquina
Bay Bridge
Newport, Oregon
February 24, 1966

Repairs performed by Northwest Marine Iron Works as per Invoice No. 1370 (copy attached)	$ 2,595 00

cc: Accounting Department

NORTHWEST MARINE IRON WORKS

SHIP REPAIRING • GENERAL MACHINE WORK • ENGINEERING

INVOICE

MAIL ADDRESS: P.O. Box 3109
PORTLAND 8, OREGON

2516 N.W. 29th AVENUE
TELEPHONE: 228-8222
AREA CODE 503
PORTLAND, OREGON

S/S "OVERSEAS ROSE" and Owners
c/o Maritime Overseas Corp.
511 - 5th Avenue
New York, New York

Date: March 16, 1966
Job No: 1370
Invoice No: 1370
Terms: Net 30 Days

5472

S/S "OVERSEAS ROSE"

1.	FORWARD TOPMAST Furnish labor, material and the service of crane and operator to remove bent forward topmast from ship to dock. Crop off and renew approximately 3½ ft. of lower end. Use internal backing ring on butt weld between new and old sections and install external doublers over butt welds both top and bottom. Mast section is 6" diameter. Crane service is required to remove mast and replace it after section has been removed.	2,109.00
2.	TRAVEL TIME & TRANSPORTATION CHARGES Furnish travel time and transportation charges for work accomplished at Newport, Oregon in accordance with Labor Union Contracts and Agreements.	486.00
	Total:	$2,595.00

I certify that the above bill is correct and just and that payment therefor has not been received.

NORTHWEST MARINE IRON WORKS

George Grobe, President

RECEIVED
MAR 8 - 1966
FOR FILING

21-4232
6633

March 7, 1966

4450

Mr. J. F. Nicholson
District Superintendent
American Mail Line, Ltd.
522 Pacific Building
Portland 4, Oregon

Dear Mr. Nicholson:

I have your letter of February 25 advising us of damage to your vessel S/S Overseas Rose occasioned by the vessel striking cables hanging from the bridge across Yaquina Bay at Newport.

Confirming your telephone conversation of February 25 with Mr. Merchant of this Department, the cables are the property of A. H. Barbour and Son, Inc., 2828 N. E. Alberta Street, Portland, Oregon. This firm is under contract (identified as Contract 6633) to the State to do certain maintenance painting on the bridge.

The contract specifications make the contractor responsible for damages caused by his operations, which appears to be the cause of this incident. Any claim for damages should be handled directly with the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. D. Asburry (enc.)

CAG:ev jwa

FORM E-1288 . 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
~~CORVALLIS~~
Corvallis, Oregon
March 1, 1966

RECEIVED
MAR 2 1966
1 2 3 4 5 6 PM

A. H. Barbour & Son, Inc.
2828 N.E. Alberta St.
Portland, Oregon

Re: Yaquina Bay Bridge
Maintenance Painting
Contract 6633

Dear Sirs;

An inspection of the Yaquina Bay Bridge at Newport was made by me this afternoon regarding the scaffold cables under Span 2 broken by the ship last Friday. It was noted that at least three cables were hanging from the deck to near the water, one near Pier 2 and two near Pier 3, and although these cables were behind the dolphins and clear of the ship channel, the cables are subject to whipping in the wind and further damage to ships, the bridge, or both. Since these cables are considered hazzardous, your immediate attention is directed to removing these broken ends, or securing them so that they are not subject to wind action.

Very truly yours,

Jack Davis
Resident Bridge Engineer

cc: I. D. Merchant
R. D. Asburry
file

Note to file: The Coast Guard reports that one of the cables has shorted out the power line to the bridge and dolphin navagation lights. The lights on the bridge have been restored as of this date, but not those on the dolphins. This was reported by me to Walt Sandquist's office this PM.

J.D.

AMERICAN MAIL LINE
522 PACIFIC BUILDING • PORTLAND 4, OREGON

CABLE ADDRESS
MAILINE
ALL CODES

TELEPHONE
CAPITOL 6-2771

2373

FEB 28 66

February 25, 1966

REFERRED TO
EDWARDS

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Forrest Cooper - State Highway Engineer

This will serve to place the Oregon State Highway Dept. on notice for the responsibility for the full cost of repairs to the vessel S/S Overseas Rose which was damaged by wire and other obstruction hanging from the Yaquina Bay Bridge.

The accident occurred at 5:01 P. M. February 24, 1966 as the vessel was crossing in under the bridge. Wire and other obstructions hanging from the bridge became entangled in the vessels foremast causing extensive damage to the structure and its associated fittings.

This letter is a confirming follow-up on verbal notification passed to Mr. Ivan Merchant, your bridgrengineer, this morning.

Further, we are given to understand the wire and gear causing the accident is the property of A. H. Barbour and Sons, Portland, Oregon, who are under contract to the Highway Department to paint the bridge. As a matter of information we have apprised these people of the incident in the event our claim would in turn be passed by you to them and they would care to make an investigation also at this time.

Very truly yours,

AMERICAN MAIL LINE, LTD.

J. F. Nicholson,
District Superintendent
American Mail Line, Ltd.
Agents for: Maritime Overseas Corporation

RECEIVED
FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

JFN:vp
cc: Mr. H. Kraus, Insurance and Claims
Maritime Overseas Corp, New York
Mr. C. Heinrich - Seattle
Mr. R. C. Lawrence - Portland

RECEIVED
JAN 14 1966
FOR FILING

21-4232
6633

January 14, 1966

Ernest Ferrante & Company
3908 S. E. Bybee Boulevard
Portland 2, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of January 8. We assume that you are referring to your Contract No. 6633, for roadside improvement on the North Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County.

This contract was completed May 10 and was accepted by the Highway Commission on September 3, 1965. At the request of the United Pacific Insurance Company final payment in the amount of $7,146.03 was mailed to them at Tacoma, Washington, on September 20, 1965. This check was made payable to you.

We have received no information in this office if the claims have or have not been paid which have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Mansfield & Company
1975 S. W. Fifth Avenue
Portland 1, Oregon

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S.E. BYBEE BLVD. PHONE PR. 1-3176 PORTLAND 2, OREGON

January 8, 1966

#6333

Mr. Lloyd Query
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir,

I request to release the United Pacific Insurance Company for the claim my sub - contract that had been make to the state. My sub-contract has been talked over to much. All the sub-contract. Myself, I have payed to two sub-contract according to the state just what they have coming. The point is this, that I have to have a clearence from the state to the bond company otherwise, I cannot figure any job because, I will have to show the Bid Bond. I have been waiting to clear up this matter so that I can go ahead and bid for these jobs.

Those sub-contract have a contract to me, just like myself, I have to the state, so I have to fall according to the plans specified.

In a few days my attorney is going to send you a claim in regards to the work we did and we have never gotten payed from the state and the engeneer never gave us the right estimate. Myself, I been watching pretty close, and my only interest is also, to the state becuase I want to deal with you while I can. I want to thank-you for your co-operation.

Yours truly,

Ernest Ferrante

Ernest Ferrante

Final Voucher # 1039
Final mailed 9-20-65 # 7,146.03

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION

FORM S-129

RECEIVED
JUL 12 1965
FOR FILING

COMMISSION:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

91-4932

6633

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

[illegible] Harbour [illegible]on, Inc.
[illegible]. O. Box 2047
Portland, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6633 for the following project:

Maintenance painting the Yaquina Bay Bridge at Newport.

This award was based on your bid of $201,000.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
[illegible]. H. Young
[illegible]. C. Savage (LIC)
I. [illegible]. Merchant

21-3361 Boiler Bay & Rocky Crk. 1965
Waysides
#6634

(1 A 2903

RECEIVED
DEC 9 - 1965
FOR FILING

21-3361

6634

December 9, 1965

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6634 awarded to Ross Bros. Construction Company for construction of the Beiler Bay and Rocky Creek Waysides of the Oregon Coast Highway in Lincoln County was completed on October 29, 1965, and accepted by the Highway Commission on December 8, 1965.

Final payment in the amount of $2,306.80 will be released to the contractor after December 16, 1965. The total contract amount is $54,600.42 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Beuriand Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

Ross Bros. Construction Co.
359 Apple Blossom Avenue, N.
Salem, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1965
FOR FILING

21-3361

6634

December 6, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 29, 1965, on Contract No. 6634. The contract was with Rose Bros. Construction Co. and was for construction of the Roller Bay and Rocky Creek Wayside Section of the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Malson
R. D. Asberry

bg

RECEIVED
NOV 23 1965
FOR FILING

NOTED
D. TALBOT

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name: Boiler Bay and Rocky Creek Waysides — Contract No. 6634 (Br.)

Highway: Oregon Coast — Prefix No. 21-3361

County: Lincoln — F. A. No. —

Final inspection made on 10-29-65 (date) by Carl Schneider

in company with E. G. Ricketts and Jack Davis, Resident Engineer

Confirming inspection made by Gerald Wimer November 1, 1965

CHECK LIST

Date		Date Ready
11-1-65	Construction signs removed.	11-1-65 Opened to traffic.
—	Salem Office notified to rescind construction speed zone.	To be submitted with semi-final: Division materials certification submitted.
11-1-65	Contractor removed equipment from project.	
11-1-65	Roadside cleanup completed.	

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Appearance excellent, quality excellent and workmanship first class.

All contract work on this project has been completed and recommendation is made for acceptance on October 29, 1965 (date). The semi-final estimate will be submitted about November 17, 1965 (date).

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
Resident Engineer Jack Davis
District Maintenance Supt. H. C. Johnson
Traffic Engineer F. B. Crandall
Parks Superintendent David Talbot
Bridge Engineer Ivan Merchant

/S/ Carl C. Schneider (signed) — Designer (title)

Confirmed by H. O. Wimer, Asst. Division Engineer

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Boiler Bay and Rocky Creek Way Sides		WEEK ENDING: October 29, 1965
		SECTION PREFIX: 21-3361
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Boiler Bay and Rocky Creek Way Sides	KIND OF WORK: Toilet Buildings	
CONTRACTOR: Ross Brothers Construction, 359 Apple Blossom Ave., N., Salem	CONTRACT NUMBER: 6634	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: 7-28-65	ESTIMATED COMPLETION DATE: Oct. 29, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED: 99%
PROJECT AUTHORIZATION: $ 63,153.00	ENGINEERING AUTHORIZATION: $ 4,490.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 58,662.12		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,394.42	ENGINEERING COST TO DATE: $ 2,500.00	DATE PROJECT WAS COMPLETED: October 29, 1965
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 56%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9466	9467						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair		0	
TUESDAY	Fog		0	
WEDNESDAY	Cloudy		0	
THURSDAY	Cloudy		0	
FRIDAY	Cloudy		0	
SATURDAY				

RECEIVED
NOV 1 1965
DIVISION OF
HIGHWAYS
PM

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Boiler Bay: 2 plumbers (sub.1) completed setting plumbing fixtures, moved to Rocky Ck.;2 men setting toilet partitions. Rocky Ck: 1 man completed covering 2" water line.
TUESDAY	Boiler Bay: No activity. Rocky Ck: 2 plumbers (sub.1) setting fixtures; 2 men setting toilet partitions; 1 painter painting doors & touching up (sub 2).
WEDNESDAY	Boiler Bay: No activity. Rocky Ck: Same as Tuesday.
THURSDAY	Boiler Bay: No activity. Rocky Ck: 2 plumbers (sub.1) setting fixtures; 2 men setting partitions, door locks, shelves, etc.; 1 electrician(sub. 3) completed electrical installation.
FRIDAY	Boiler Bay & Rocky Ck: 2 plumbers completed plumbing installation in AM.; 1 man completing misc. work.
SATURDAY	1 man, cleanup and hauling away equipment.

REMARKS

Project Complete.

Final Inspection Friday, October 29, by Carl Snyder, E.G. Ricketts, Jack Davis.

RECEIVED
NOV 3 - 1965
STATE PARKS
DEPARTMENT

SIGNED Jack Davis LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

RECEIVED
SEP 27 1965
FOR FILING

21-2361
1634

Salem, Oregon
August 26, 1965

MISC. CONTRACTS and AGREEMENTS No. 2903

Agenda Item 4-h
Revised Agreement
Water Systems
Rocky Creek and Boiler Bay
Waysides - Lincoln County

Mr. David G. Talbot
State Parks Superintendent
Building

Attention: L.V. Koons, Deputy
State Parks Superintendent

Attached are two partially signed copies of an agreement with the Depoe Bay Water District to provide water to supply Boiler Bay and Rocky Creek Waysides in Lincoln County.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Depoe Bay Water District. A partially signed copy has been sent to Mr. C.H. Maison.

Secretary

rm
Attach: 2

cc - C.H. Maison (1 Agr.)

RECEIVED
JUL 23 1965

21-336/
6634

July 22, 1965

Oregon State Highway Commission

Gentlemen:

An agreement has been reached with the Depoe Bay Water District under which it will provide water to supply Boiler Bay Wayside and Rocky Creek Wayside. These waysides are located adjacent to the Oregon Coast Highway approximately one mile north and one and three-fourths miles south, respectively, of Depoe Bay.

The State is to connect to the existing water main at its extreme north and south ends and provide meters and pipelines to carry water to the two waysides. The pipeline and metering installations are to be made at the State's expense. The pipeline and facilities installed by the State are to be for State use only--no service is to be provided to other parties along its extent.

Water rates will be based on a $50 per month minimum charge for each meter. Water supplied in excess of 66,333 gallons per month will be at the commercial rate of 60 cents per 1,000 gallons. The costs of pipeline and facility installations will be $2,500 at Boiler Bay and $3,600 at Rocky Creek.

This matter will be presented for consideration at the August 24 Commission meeting. Your approval is recommended and authority for the Secretary to sign for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
C. H. Maison
R. D. Asburry

LPS:ajw bg

FORM S-129

RECEIVED
JUL 12 1965
FOR FILING

COMMISSION MEMBERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

21-3361

6634

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 8, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue North
Salem, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6634 for the following project:

Beiler Bay and Rocky Creek Wayside.

This award was based on your bid of $56,136.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant
Parks Department

I-405-8(11)301 S.W. Broadway-Ross Isl. 1965
I-5-6(60)301 Br. Sec., Stadium & Pac.
#6635 Hwys. (Rdside. Imp.)

RECEIVED
FEB 8 - 1968
FOR FILING

Jansen's LANDSCAPING CO.

Telephone EX 8-1771

Route 1
EVERSON, WASHINGTON

I-5-8(11)301
6635

February 2, 1968

#6635

General Insurance Company of America
Surety Department
4347 Brooklyn Ave. N.E.
Seattle, Wash. 98105

Attn: Wayne S. Jensen

Dear Sir:

Regarding your letter of January 31, 1968 concerning Mr. John Beggs of Salem Compost, please be advised that on August 15, 1966 we sent the a check in the amount of $1,195.50 for 797 C.Y. of fertilizer @1.50 per C.Y.

The agreement we had with them was that they would furnish the fertilizer @ $1.50 per C.Y. They were not supplying it as fast as we wanted it so we agreed to pay them $4.00 per C.Y. if they would supply us with three loads per day. They did not comply so we do not feel that we are obligated to pay more than the $1.50 per C.Y.

They did not cash the check or send us another bill for almost a year. They still have not cashed the check but we have reasons to believe that they have it.

If they will write to us, advising that they do not have the check and have not received it, we will stop payment on it and issue another for the same amount.

Very truly yours

JANSEN'S LANDSCAPING CO.

Albert Jansen, President

cc Oregon State Highway Dept.
Salem Compost

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
FEB 5 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-1233 10M 6-67

RECEIVED
JAN 24 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. [illegible]
HELIX

RECEIVED
JAN 19 7 59 AM '68
CLAY MYERS
SECRETARY OF STATE

Claim File #4354

I-405-8(11)36

FILED
JAN 19 1968
CLAY MYERS
SECRETARY OF STATE

66-5

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 18, 1968

Mr. John J. Beggs
2890 Argyle Drive S.
Salem, Oregon 97302

NOTED ON CARD
wh

Dear Mr. Beggs:

This is in reply to your letter of January 15 and attached statement showing that Janson's Landscaping Co. owes you for fertilizer in the amount of $1,758.

This appears to be in connection with the Janson's Landscaping Co. Contract No. 6635 for roadside improvement on the S. W. Broadway-Ross Island Bridge section of the Stadium Freeway and Pacific Highway in Multnomah County.

The General Insurance Company through Richard V. Grimes, 209 S. W. 4th Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company
Richard V. Grimes
Jansen's Landscaping Co.

NOTED
C. W. HEAD

Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
JAN 23 1968
OREGON
STATE HIGHWAY COMMISSION

Res. Phone 363-8888

SALEM COMPOST

Office and Warehouse 2555 25th St. SE
Phone 362-0811 362-0331
SALEM, OREGON

Jansens Lanscape Company

Route 1

Everson, Washington

May 16, 1966

In line with the signed delivery slips and the O.K. by your Job Supt., Mr. Waymack, this is your total bill for Highway Contract No. 6635.

572 - yds fresh Fertilizer at 1.50 a yard
225 - yds composted " at 4.00 a yard

Total $1758.00

ORGANIC AGED WEED FREE
For Lawns - Gardens - Farms - Orchards
Past due accounts 1½% per month service charge

RECEIVED
SEP 19 1967
FOR FILING
I-405-8(11)301
6635

September 19, 1967

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6635 awarded to Jansen's Landscaping Co. for roadside improvement on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County was completed on June 30, 1966, and accepted by the Highway Commission on September 19, 1967.

Final payment in the amount of $23,154.90 will be released to the contractor after September 26, 1967. The total contract amount is $188,142.91 including $596.21 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Jansen's Landscaping Co.
Route 1
Everson, Washington

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 19 1967
FOR FILING

I-405-8(11)31
6635

September 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1966, on Contract No. 6635. The contract was with Jansen's Landscaping Company and was for roadside improvement on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

srb kf

I-405-8(11)301

RECEIVED
SEP 13 1967
FORM S- 23X 50M 7-66
FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6635

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that the replacement planting was completed on July 13, 1967, on Contract No. 6635, S.W. Broadway-Ross Island Bridge Section, in Multnomah County, in connection with Federal-Aid Project Nos. I-405-8(11)301 and I-5-6(60)301.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 9-8-67

Conditions noted on above date:

None

HAS:

A. W. Parsons
Division Engineer

young
9-13-67

VG:vr
cc: Forrest Cooper
L. H. Young

By:
G. R. Brooks
District Engineer

NOTED
F. B. KLABOE

FORM E.1 REV. 12-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Broadway - Ross Island Bridge		WEEK ENDING: July 8, 1967
		SECTION PREFIX: 626-1050
HIGHWAY: Stadium Freeway & Pacific		COUNTY: Multnomah
NAME OF JOB: S.W. Broadway - Ross Island Bridge	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Jansen's Landscaping, Inc.	CONTRACT NUMBER: 6635	FEDERAL AID PROJECT NUMBER: I-405-8(11)301 I-5-6(60)301
DATE OF CONTRACT: July 6,1965	DATE WORK STARTED: August 2,1965	ESTIMATED COMPLETION DATE: June 30,1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 333	WORK DAYS USED / CALENDAR DAYS USED: 333
	SPECIFIED COMPLETION DATE: June 30,1966	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 230,903.43	ENGINEERING AUTHORIZATION: $ 16,419.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 214,483.63	ENGINEERING COST TO DATE: $ 17,964.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 193,839.17		DATE PROJECT WAS COMPLETED: June 30,1966
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.6 %	PERCENT OF AUTHORIZATION 109 %	Semi final submitted 8/8/66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Irrigation 100	Planting 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	
SATURDAY	-	-	-	

Routing

Walker
Swan
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 10 1967
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	-
MONDAY	~~Sunday~~ - Contractor placed bark mulch.
TUESDAY	No work, Legal Holiday
WEDNESDAY	Contractor placed bark mulch today.
THURSDAY	No work.
FRIDAY	Contractor finished placing bark mulch today.
SATURDAY	-

REMARKS

Contractor placed bark mulch this week. This completes the work on this project.
Post semi final will be submitted Monday, July 10, 1967.
Final Weekly Report.

Routing: Constr. Eng'r (2) ✓
BPR
Div. Eng'r
Landscape
Shuler
Files

SIGNED James Don LOCATION Portland

James Don, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**F218

RECEIVED
JUN 28 1967
COMMISSIONERS
FOR FILING
DAVID B. SIMPSON, MEMBER
PORTLAND
T-405-Y (11) 3.1
Fred W. Hill, Members
Elix
6635

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

June 26, 1967

Janson's Landscaping Company
Route 1
Everson, Washington

re: S. W. Broadway-Ross Island
Bridge Section
Contract: 6635

Gentlemen:

We have a letter from the Director of Licenses, City of Portland, stating that they have been unable to get you to render an accounting of your business activities or otherwise respond to correspondence since July of last year. The License Bureau states that you did deposit $40 as a preliminary payment, but have not rendered an accounting or made any further acknowledgement of correspondence.

Under the terms of your contract, we will be obliged to withhold a sufficient amount from your payments to cover this claim if the City so requests. So far, they only ask that you come in and discuss the matter.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
cc City License Bureau — A formal request should be made to withhold a specified amount until a settlement is reached.

bcc L. H. Young (Enc)
F. D. Morgan (Enc)
James Don (Enc)
— Mr. Cantrell advises that Janeen probably owes the City $200-$300 and would like to have enough to cover withheld from final payment.
AVB

Floyd
Yes, 700,000 (3½)
C/H.

Cec
Are they prepaid for 1967?
FC

RECEIVED
JUN 27 1967
OFFICE ENGINEERING
DIVISION

CC Mason
Query.

NOTED
FLOYD QUERY

Voucher Drawn.
Y.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 2 1967
FOR FILING

Claim File # 4275

FILED
FEB 2 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 2 10 52 AM '67
CLAY MYERS
SECRETARY OF STATE

February 1, 1967

H. L. Pearcy Nursery Co.
Route 2, Box 97
Salem, Oregon

6435

Gentlemen:

This is to acknowledge receipt of your claim letter of January 26 and attached invoice stating that Jansen's Landscaping Company owes you $577.50 plus interest for nursery stock. You state that this stock was furnished on the following Jansen's Landscaping Company contracts:

Contract No. 6635 for roadside improvement on the SW Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County. The surety is General Insurance Company of America through Richard V. Grimes, 209 S. W. 4th Avenue, Portland.

Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County. The surety is General Insurance Company of America through Hurley, Atkins & Stewart, Inc., 220 W. Harrison St., Seattle, Washington 98119.

The sureties on these contracts furnished the performance bonds which are given to assure completion of these jobs and payment of all bills incurred in them.

NOTED ON CARD

We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Hurley, Atkins & Stewart, Inc.
Richard V. Grimes
Jansen's Landscaping Company
Glenn Jackson
David Simpson
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
FEB 3 1967
OREGON
STATE HIGHWAY COMMISSION

BARCELONA AND
ROYAL WILBERT TREES

BROADLEAVED AND
CONIFEROUS EVERGREENS

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1916
ROUTE 2, BOX 97 . SALEM, OREGON

January 26, 1967

Floyd A. Query
Secretary of Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

We wish to file a lien against Contract #6635 (S. W. Broadway-Ross Island Bridge section job) and Contract #6759 (Winston Interchange, Douglas County), installed by Jansen's Landscaping, Route 1, Everson, Washington.

A copy of the past-due invoice is enclosed:

Invoice no. 4862 dated 11-15-66 due 12-15-66 $577.50

Material supplied was Arctostaphylos uva-ursi (State hybrid) which were used as replacements to the two above-mentioned jobs. Claim is being made for $550.62 (the unpaid portion of the abofe invoice amount including service charge to date). Service charges will continue to accrue at the rate of 1% per month, or $.1835, per day from today, January 26, until paid.

Please advise us for further instructions. Thank you.

Sincerely yours,

H. L. PEARCY NURSERY CO.

by Martha Jane Pearcy

RECEIVED
JAN 30 1967
OREGON
STATE HIGHWAY COMMISSION

FILE COPY

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1916

ROUTE 2, BOX 97 — SALEM, OREGON

№ 4862

Date 11-15-66

Jansen's Landscaping
Route 1
Everson, Washington 98247

SHIPPED TO

~~Portland~~
Portland

TERMS	WHEN TO SHIP	DATE SHIPPED	SHIPPED VIA
Net - 30	today	11-15-66	W. Beyer

NO. ORDERED	NO. SHIPPED	VARIETY	GRADE	PRICE	TOTAL
2500	2500	Arctostaphylos uva-ursi (hybrid)	6"+	.226	$562.50
		60 flats		.25	15.00
					$577.50

Thank you....

RECEIVED
JAN 3 0 1967
OREGON
STATE HIGHWAY COMMISSION

We exercise extreme care and caution to keep our stock true to name. On proper proof, we will replace all stock that may prove otherwise or refund the amount paid. However, we shall not be liable for any amount greater than the original purchase price. No claims will be considered unless made in writing within ten days from receipt of shipment.

Risk to be mine property of purcha er when received by transportation agency and we will not be responsible for any damage enroute. We are willing at all times to help sustain, establish, any just claims for such damage

RECEIVED
JAN 6 1967

I 40-8(11) 36

6635

January 5, 1967

General Insurance Co. of America
4347 Brooklyn Avenue NE
Seattle, Washington 98103

Attn: Mr. Roy Busse

Gentlemen:

Your letter of January 3 concerning the Jansen Landscaping Company Contract No. 6635 for roadside improvement on the SW Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County was received in today's mail.

There appears to be only one claim filed with this Department. It was filed by H. L. Pearcy Nursery Company. Attached are copies of the Pearcy claim with invoices and our reply.

This claim was filed with the Secretary of State on August 19, 1966 and was assigned File No. 4206.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

NORTHWEST DIVISION 4347 Brooklyn Avenue Northeast, Seattle, Washington 98105—Telephone MElrose 3-0622

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

January 3, 1967

State of Oregon
State Highway Department
Salem, Oregon

Attention C. H. Head
Assistant Secretary

Gentlemen:

Jansen's Landscaping Company
Contract #6635 - Multnomah County
Bond #539641

We have recently received a status inquiry on which you indicated knowledge of unpaid bills for labor or material. Would you please forward any information you might have so that we might contact Jansen's and attempt to rectify the problem.

Best regards,

Roy Busse

Roy Busse
Surety
dm

RECEIVED
JAN - 5 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 1 - 1966
FOR FILING

I-W-3-V(11) 30

6635

December 1, 1966

Mr. William D. Miller
Attorney at Law
4924 River Road, North
Salem, Oregon 97303

Dear Mr. Miller:

This is in reply to your letter of November 29 stating that Jansen's Landscaping Company owes your client, John J. Beggs, for fertilizer in the amount of $1,758 plus interest.

We are unable to determine which project this claim pertains to as Jansen's Landscaping Company has two contracts with this department as follows:

Contract No. 6635 - roadside improvement
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Multnomah County
Surety - General Insurance Company
Agent - Richard V. Grimes
Completed June 30, 1966

Contract No. 6759 - roadside improvement
Fairgrounds Interchange-Winston Interchange Section
Pacific Highway -- Douglas County
Surety - General Insurance Company.
Agent - Hurley, Atkins & Stewart, Inc.
Contract not completed

The General Insurance Company furnished the performance bonds on these contracts which are given to assure completion of the contracts and payment of all bills incurred in them.

If your client wishes to protect his claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim, however, may be filed at any time.

For your ready reference, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:flm

OFFICE PHONE 364-8622

RESIDENCE PHONE 585-6470

WM. D. MILLER
ATTORNEY AT LAW
KEIZER PLAZA
4924 RIVER RD. N
SALEM, OREGON 97303

November 29, 1966

State Highway Department
State Highway Building
Salem, Oregon

Re: John J. Beggs - DBA Salem Compost

Gentlemen:

Please be advised that the above named client furnished one of your contractors, to:wit Jansen Landscaping, Rt. 1, Everson, Washington fertilizer under one of your State Highway contracts, the unpaid amount of which is $1,758.00 together with interest thereon at the rate of 10% from May 16, 1966. Would you kindly advise me at your earliest convenience as to what disposition can be made of this claim as we feel that this is substantially overdue.

Yours truly,

Wm D Miller (sig)

Wm. D. Miller

WDM/bep

RECEIVED

FORM E 1252 (SOM 4-66)

RECEIVED
AUG 25 1966
E. C. [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON
PORTLAND

[illegible]

6635

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 19 9 00 AM '66
TOM McCALL
SECRETARY OF STATE

August 18, 1966

M. L. Pearcy Nursery Company
Route 2, Box 97
Salem, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 12 and attached invoices stating that Jansen's Landscaping Company owes you for nursery stock in the amount of $2,872.50, plus service charges.

This appears to be in reference to the Jansen's Landscaping Company Contract No. 6635 for roadside improvement on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County.

The surety on this project is the General Insurance Company through Richard V. Grimes, 209 S. W. 4th Avenue, Portland. We will advise them that your letter has been received and we will also forward your claim letter to the Secretary of State for filing.

The State does not make payment of claims but looks to the prime contractor and surety for such payment.

When your claim has been paid, please let us know so that we can clear our records.

F. & E. 4306

FILED
[illegible]
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

RECEIVED
AUG 1966
OREGON
STATE HIGHWAY COMMISSION

cc: General Insurance Company
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Jansen's Landscaping Co.
Route 1,
Everson, Washington

Richard V. Grimes
209 S. W. 4th Avenue
Portland, Oregon

Mr. Jackson
Mr. Simpson

The Hon. Tom McCall ✓
(P.S. Please acknowledge receipt of this letter on the enclosed copy.

BARCELONA AND
ROYAL FILBERT TREES

BROADLEAVED AND
CONIFEROUS EVERGREENS

H. L. PEARCY NURSERY CO.
WHOLESALE ONLY
Telephone Area Code 503 364-1916
ROUTE 2, BOX 97 . SALEM, OREGON

August 12, 1966

Floyd A. Query
Sec'y. of Commission
State Highway Dept.
Salem, Oregon 97310

Dear Mr. Query:

We wish to file a lien against Contract #6635, the S. W. Broadway-Ross Island Bridge section job, installed by Jansen's Landscaping, Route 1, Everson, Washington.

Copies of two past-due invoices are enclosed:

Invoice no. 4829	dated 5-20-66	due 6-20-66	$2,392.35
Invoice no. 4832	dated 6- 8-66	due 7- 8-66	480.15
			$2,872.50

Material supplied was Arctostaphylos uva-ursi (both the State Hybrid and regular). Claim is being made for the above amount of $2,872.50 plus service charge of 1% per month (18 days @80¢ = $14.40 plus 35 days @96¢ = $33.60 for a total to date of $48.00). Charges will continue to accrue at the rate of 96¢ per day from today, August 12.

We trust we may hear from you at an early date for further instructions as to the necessary procedure we should follow. Thank you very much.

Sincerely yours,

H. L. PEARCY NURSERY CO.

Martha Jane Pearcy

Martha Jane Pearcy, owner

RECEIVED
AUG 15 1966
OREGON
STATE HIGHWAY COMMISSION

FILE COPY

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1918

ROUTE 2, BOX 97 — SALEM, OREGON

№ 4829

Date 5-20-66

Jiatsu's Landscaping Co.
Route 1
Everson, Washington

SHIPPED TO

Rose Island - Broadway #6635

TERMS	WHEN TO SHIP	DATE SHIPPED	SHIPPED VIA
1st - 30	today	5-20-66	Pick-up

NO. ORDERED	NO. SHIPPED	VARIETY	GRADE	PRICE	TOTAL
11,500	10,536	Arctostaphylos uva-ursi (state hybrid)	2½" pot	.225	$2,370.60
		175 flats to be returned or charged 0.25			
		2933 stacks of 6 flats each charged at cost		.75	21.75
					$2,392.35

Thank you.....

RECEIVED
AUG 11 1966
OREGON
STATE DEPARTMENT OF AGRICULTURE

We exercise extreme care and caution to keep our stock true to name. On proper proof, we will replace all stock that may prove otherwise or refund the amount paid. However, we shall not be liable for any amount greater than the original purchase price. No claims will be considered unless made in writing within ten days from receipt of shipment.

Shipments become property of purchaser when received by transportation agency and we will not be responsible for any damage enroute. We are willing at all times to help customer establish any just claim for such damage.

FILE COPY

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1916

ROUTE 2, BOX 97 — SALEM, OREGON

№ 4832

Date 6-8-66

SHIPPED TO

Jensen's Landscaping Co.
Route 1
Everson, Washington

TERMS	WHEN TO SHIP	DATE SHIPPED	SHIPPED VIA
Net - 30	Now	6-2-66	Pick-up

O. ORDERED	NO. SHIPPED	VARIETY	GRADE	PRICE	TOTAL
11,500	1,100	Arctostaphylos uva-ursi (hybrid)	pots	.225	$247.50
900	900	" " (regular)	"	.225	202.50
					$450.00
		Xxxx			
		Over-billed for 126 plants on Inv. #4829			-28.35
					$421.65
		7 stakks charged at cost		.75	5.25
					$426.90
		38 flats		.25	9.50
		175 flats from 5-20-66		.25	43.75
					$480.15

Thank you....

RECEIVED
AUG 15 1966
GAL

We exercise extreme care and caution to keep our stock true to name. On proper proof, we will replace all stock that may prove otherwise or refund the amount paid. However, we shall not be liable for any amount greater than the original purchase price. No claims will be considered unless made in writing within ten days from receipt of shipment.

Shipments become property of purchaser when received by transportation agency and we will not be responsible for any damage enroute. We are willing at all times to help customer establish any just claim for such damage.

ORNAMENTAL
NURSERY STOCK

AREA CODE 503
PH. 364-1916

H. L. PEARCY NURSERY CO.

Wholesale Only

Route 2, Box 97, Salem, Oregon 97303

Date May 20, 1966

Sold to JANSEN LANDSCAPE

Address

SOLD BY	CASH	CHARGE	SOCIAL SEC'Y.

QUAN.	DESCRIPTION	SIZE	@	AMOUNT
5352	KINNIKINNICK HAIRY	POT		
	5 STACKS 432	30 flats	x72	=2160
	12 STACKS 252	21 "	x42	=3024
	1 FLAT 168	1 "	x168	=168
				5352
	# 4829			

No. 1245

Received By Dave Pfanning

All Claims Must Be Made On Receipt Of Goods

ORNAMENTAL
NURSERY STOCK

AREA CODE 503
PH. 364-1916

H. L. PEARCY NURSERY CO.

Wholesale Only

Route 2, Box 97, Salem, Oregon 97303

Date May 20, 1966

Sold to JANSENS LANDSCAPE

Address

SOLD BY	CASH	CHARGE	SOCIAL SEC'Y.

QUAN.	DESCRIPTION	SIZE	@	AMOUNT
5352	KINNIKINNICK	POTS		
	12 stacks of 432			
	168 @ 22 ea.			
	# 4829			

No. 1244

Received By Dave Pfanning

All Claims Must Be Made On Receipt Of Goods

ORNAMENTAL
NURSERY STOCK

AREA CODE 503
PHONE 364-2942

H. L. PEARCY NURSERY CO.

Wholesale Only

Route 2, Box 97, Salem, Oregon 97306

Date JUNE 8, 1966

Sold to JANSEN LANDSCAPE

Address

SHIP TO	CARE	ORDER	SHIP. DATE

QUAN.	DESCRIPTION	SIZE	●	AMOUNT
900	ARB. JAPONICA	6" POT		
1100	ARB. JAP. HYBRID	5" POT		

#4832

No 1248

Received By Ted Rhoades

All Claims Must Be Made On Receipt Of Goods

Form B-208—66f

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement. Additional funds are not available.
Date 4-7-1966
[illegible] Engineer
U.S. Bureau of Public Roads

Project Name S.W. Broadway-Ross Island Bridge — Date April 4, 19 66

Highway Stadium Freeway & Pacific — Contract No. 6635

County Multnomah — Prefix 626-1050

Contractor Jansen's Landscaping Company — F. A. Project No. I-405-8(11)301 I-5-6(60)301

Address Route 1, Everson, Washington — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove existing jute cover, reshape eroded slopes, and replace jute.

1. Percentage allowed contractor is in accordance with the exeucted contract for this project.

2. Maximum equipment rates allowable as per AGC and State agreement.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Materials	$ 200.00
Labor	375.00
Equipment	425.00
Total	$1,000.00 (Includes Overhead)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional jute will be laid as required as contract bid item. Erosion of slopes has occurred intermittently throughout the project. Standard Specifications to apply to all work. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$230,903.43
Present estimate of project cost, including $1,000.00 for work under this order	$230,903.43
Expected under-run amount	$ 7,558.69
Expected under-run per cent	3.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Donn — Resident Engineer

Approval Recommended: /s/ John A. Bond — for— Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer. Office Engineer.

State Printing

RECEIVED
MAR 2 1966
FORM E-30 ROH 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1966

SUBJECT: Excess Property
S. W. Broadway-Ross Island Bridge
Stadium Freeway
Contract: 6635

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Herewith a copy of a January 17 letter from A.V. Benedict, a February 21 letter from City Engineer N.R. Drulard, and a map of the Stadium Freeway at 5th and Jackson.

Both the Metropolitan office and the City of Portland have agreed to revise our right of way retention along 5th Avenue to that shown on the attached sketch. This revision was previously checked with you and received your verbal approval on January 20.

The revision of the access control along 5th Avenue will require clearance with the BPR as we are proposing selling portions of parcel 1 on the properties involved.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Attach

cc: A.E. Johnson
W.H. Haskin

Approved 3/28/66
F.B. Klaboe
Asst. State Hwy. Engr.

copy ret. to Barbee
3-28-66

RECEIVED
MAR 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

B. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

February 21, 1966

Mr. A. E. Johnson,
Metropolitan Engineer
State of Oregon
Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Attention: Mr. A. V. Benedict,
Assistant Metropolitan Engineer

Dear Sir:

For your reference, I enclose a copy of your letter of January 17 and a map showing a surplus parcel of land located near S. W. Fifth Avenue and Jackson Street. Also enclosed is a copy of a Notice of Public Auction Land Sale covering two parcels in Block 27, Caruther's Addition to Caruther's Addition to the City of Portland.

We ask that the property line to curb distance on the S. W. Fifth Avenue-Jackson Street parcel be maintained at 15.0 feet to conform to other sections of S. W. Fifth Avenue north of Jackson Street. We also ask that the proposed ground cover and sprinkling system between the parcel to be sold and the curb along S. W. Fifth Avenue be omitted.

With reference to the two parcels in Block 27 mentioned above, we would suggest that, because of the very small size, each should be sold only to the owner of the adjacent property, and the offer of any other parties should be rejected.

Thank you for bringing these matters to our attention.

Very truly yours,

N. R. DRULARD, P.E.
City Engineer

CS:rb

Encls.

REFERRED TO
J. J. Booth - Mr. Jackson
Date: 2-22-66 By:
For: Sec. to Dr. Smith Comment
Re: 24-150 24-151 24-162
Another Due Date: March 1, 1966
Referred to [illegible]

METROPOLITAN ENGINEER
RECEIVED
FEB 23 1966
[illegible]

FORM S-30 SOM 3-65 SP*5470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 17, 1966

SUBJECT: S. W. Fifth & Sixth Avenues
Stadium Freeway

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Attached are two prints of the surplus area between S. W. Fifth and S. W. Sixth Avenues on the Stadium Freeway on which we show a proposed property line 40 feet distant and parallel to the new Fifth Avenue centerline. I am also attaching a copy of a letter written to the City Engineer asking their approval in this right of way line change.

If the City does not object, I would recommend selling to the line shown on the print and retaining a triangular area near the bridge for mass landscape planting. Irrigation pipe is in place.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

REFERRED TO
A. Glover
Asst. Const. Engr.
Investigate & advise.
B.

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Swan

RECEIVED
JAN 19 1966
CONSTRUCTION
DIVISION

E

158
Ease RW 24568
2659 - 502
34197
Jackson St
34198
R. Levetor
603-111
S. Rosen
642-501
34157
157
Lodging
F.J. RW 24600
Hwy 43
E. Brandes
1750-84
J. Peyton
1533-136
3112'
AW 24043
2135-671
Zia Corp.
1703-204
RW 24337
2142-697
2161-555
30
Brown
Final Judgm't
RW 24531
34154
34155
Deed RW 24689
2168-256
The Catholic Truth
Society of Ore.
986-581
34156
34125
33377
M. Kobin
1850-440
Ease RW 25417
35345
32039
RW 24042
2130-412
D. Rosen
324-127
F. Judg. RW 24336
LINCOLN
32348
Archdiocese of
Portland in Ore.
1189-288
Deed RW 24680
2168-255
32349
RW25102
Deed RW 24591
2160-500
1st Nat'l Bank
of Portland
1748-289
29

RECEIVED
NOV 18 1965
FOR FILING

Form CO-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO 66 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 10, 1965

In reply refer to:
08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(11)301, I-5-6(60)301
Roadside Improvement - Order for State Force Work No. 2

Herewith are three copies of State Force Order No. 2. This work was approved in the P.S. & E. under Article 752-3.4. The submitted order for approval is not necessary.

Encl.

NOTED
F. B. KLABOE

orig w/encls
ge
Young
11-15-65

RECEIVED
NOV 19 1965
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2 cc

Form A-108—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Roadside Improvement S.W. Broadway-Ross Island Bridge Date October 25, 1965

Highway Stadium Freeway and Pacific Contract No. 6635 F. A. Project No. I-405-8(11)301 I-5-6(60)301

County Multnomah Prefix 626-1050 Account No. 279-02

J.A.H.

Description of Work To Be Done:

Water usage from City of Portland Water Bureau during the life of this contract.

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

Water charge for 6 months at 12 water meters $1,100.00

Explanation:

Set up an account for payment of irrigation water till taken over by Maintenance crews. Water to be furnished by the City of Portland.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$230,903.43
Present estimate of project cost, including $1,100.00 for work under this order	$222,864.74
Expected under-run (amount)	$8,038.69
Expected under-run (per cent)	3

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict Division Engineer

Approved: /s/ L. H. Young Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 279 covering payment for irrigation water on the S. W. Broadway-Ross Island Bridge (Roadside Improvement) Section of the Stadium Freeway and Pacific Highways in Multnomah County, Contract No. 6635 in connection with Federal-Aid Project No. I-405-8(11)301 and I-5-6(60)301.

This order is to establish an account for payment of irrigation water required in planting and maintaining plants, shrubs and grass during the life of the contract. Water is supplied from the City of Portland System from 12 meter locations.

The order was tentatively recommended for approval by the BPR Area Engineer October 28, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

FORM CO-12I (11-63) (Prea. by A-Cir 2004-10)

UNITED STATES GOVERNMENT

Memorandum

SEP 14 1965

FOR FILING

TO I-405-8(11) 301 — Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM — A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 8, 1965

In reply refer to: 08-35-DA

SUBJECT: Oregon Projects I-5-6(60)301, I-405-8(11)302
S. W. Broadway - Ross Island Bridge Section
Water meter installation

We hereby approve the estimated cost of meter installation on the above project for $4,053.44.

The P.S. & E. estimate, dated June 4, 1965 indicates a cost of $1,640 to cover this installation. This work was originally approved June 7, 1965 in the P.S. & E. authorization in the aforementioned amount, pending detailed estimate. Apparently the initial estimate was not accurately checked prior to submission in the P.S. & E. It is noted that the cost of these meters is higher than those on recent jobs in this area. It is expected that this increase is due to expected increases in materials and labor. Federal participation in the cost as indicated should be verified by State ownership of the large meters and the installation of costs supported by adequate records.

This work is actually a utility installation; therefore the submitted Order for State Force Work is not necessary, and all but one copy are returned herewith.

REFERRED TO
Young
ST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Roadside Improvement S. W. Broadway-Ross Island Bridge Date August 3 19 35

Highway Stadium Freeway & Pacific Contract No. 6635 F. A. Project No. I-5-(11)301

County Multnomah Prefix 626-1050 Account No. 230-01

Description of Work To Be Done:

Furnish and install water meters

Work to be done by City of Portland Water Bureau Forces

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

2" Water Meters 3 at	$539.48	$ 1,618.44
1½" Water Meters 5 at	388.00	1,940.00
1" Water Meters 3 at	130.00	390.00
3/4" Water Meters 1 at	105.00	105.00
	Total	$ 4,053.44

Explanation:

Project authorization contained $4,480.00 for water meter installations. Work has not begun as of this date.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 220,703.43
Present estimate of project cost, including $4,053.44 for work under this order	$ 221,244.74
Expected ~~over-run~~ under-run (amount)	$ 9,62[illegible].69
Expected ~~over-run~~ under-run (per cent)	4.2[illegible]

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. F. Lytle Resident Engineer

Approval Recommended: /s/ John A. Pond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. J. Benedict Asst. Division Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer Assistant State Highway Engineer or Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 9 1965
ROADS ADMINISTRATION NO.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FOR FILING

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-24-65

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-405-8(11)301

PROJECT REPORT NO.: I-405-8(11)301 5

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 SW Broadway to SW Water Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	0.000
OTHER (Specify)		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 107,742.00	$ 99,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R R Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

L R Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer: August 24, 1965

Oregon State Highway Department

Federal Aid
Project No. I-405-3(11)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION OF THE
STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 30, 1965

Type Code Y005
Roadside Improvement (Sta. 474+00 to Sta. 502+25)(Contract No. 6635)

Furnishing and Placing Topsoil	1,100 cu.yd.	$ 4.00	$ 4,400.00
Furnishing and Planting Deciduous Trees	140 only	7.00	980.00
Furnishing and Planting Conifers	570 only	5.00	2,850.00
Furnishing and Planting Broadleaf Evergreen Shrubs	10,510 only	3.00	31,530.00
Furnishing and Planting Hybrid Rhododendrons	1,170 only	8.00	9,360.00
Furnishing and Planting Deciduous Shrubs	1,420 only	2.00	2,840.00
Furnishing and Planting Salal	1,150 only	1.00	1,150.00
Furnishing and Planting Vines, Group 1	36,900 only	0.20	7,380.00
Furnishing and Planting Vines, Group 2	220 only	0.30	66.00
Inorganic Fertilizer, 10-16-8	35 cwt.	5.00	175.00
Organic Fertilizer, 5-3-2	48 cwt.	5.00	240.00
Rhododendron Fertilizer, 8-10-8	20 cwt.	10.00	200.00
Manure Fertilizer	650 cu.yd.	5.00	3,250.00
Peat Moss	3,930 cu.ft.	0.40	1,572.00
Bark Mulch	9 acres	800.00	7,200.00
Jute Matting	6,110 sq.yd.	0.35	2,138.50
3/4" Water Pipe	3,240 lin.ft.	1.00	3,240.00
1" Water Pipe	3,400 lin.ft.	1.00	3,400.00
1½" Water Pipe	2,000 lin.ft.	1.00	2,000.00
1½" Water Pipe	1,430 lin.ft.	1.00	1,430.00
2" Water Pipe	1,520 lin.ft.	1.10	1,672.00
2½" Water Pipe	420 lin.ft.	1.20	504.00
1" Gate Valves	3 only	25.00	75.00
1½" Gate Valves	1 only	20.00	20.00
1½" Gate Valves	4 only	25.00	100.00
2" Gate Valves	2 only	50.00	100.00
3/4" Quick-Coupling Hose Valves	240 only	10.00	2,400.00
1/2" Manual Drain Valves	30 only	5.00	150.00
3/4" Hose Couplers	10 only	5.00	50.00
3/4" Hose Swivels	10 only	6.00	60.00

Sidewalk Benches	2 only	500.00	$ 1,000.00
Concrete Planters	45 only	75.00	3,375.00
			$94,907.50
Water Meters	All Req.		$ 2,840.00
Flagging (57½% of Contractors Cost)	All Req.		200.00
			$ 3,040.00
		Subtotal	$97,947.50
		10% Engr. & Cont.	9,794.50
		Total	$107,742.00

Federal Funds	$ 99,300.00
State Funds	8,442.00
Total	$ 107,742.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 626-1050

S.W. BROADWAY-ROSS ISLAND BRIDGE

NONPARTICIPATING WORK

Portable Sprinklers	10 only	$ 25.00	$ 250.00
3/4" Rubber Hose	20 only	30.00	600.00
			$ 850.00

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(11)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1965

Type Code Y005
Roadside Improvement (Sta. 474+00 to Sta. 502+25)

Furnishing and Placing Topsoil	1,100 cu.yd.	$ 3.00	$ 3,300.00
Furnishing and Planting Deciduous Trees	140 only	10.00	1,400.00
Furnishing and Planting Conifers	570 only	12.00	6,840.00
Furnishing and Planting Broadleaf Evergreen Shrubs	10,510 only	5.50	57,805.00
Furnishing and Planting Hybrid Rhododendrons	1,170 only	9.50	11,115.00
Furnishing and Planting Deciduous Shrubs	1,420 only	3.00	4,260.00
Furnishing and Planting Salal	1,150 only	1.20	1,380.00
Furnishing and Planting Vines, Group 1	36,900 only	0.40	14,760.00
Furnishing and Planting Vines, Group 2	220 only	1.90	418.00
Inorganic Fertilizer, 10-16-8	35 cwt.	7.00	245.00
Organic Fertilizer, 5-3-2	48 cwt.	7.00	336.00
Rhododendron Fertilizer, 8-10-8	20 cwt.	12.00	240.00
Manure Fertilizer	650 cu.yd.	9.00	5,850.00
Peat Moss	3,930 cu.ft.	0.85	3,340.50
Bark Mulch	9 acre	940.00	8,460.00
Jute Matting	6,110 sq.yd.	0.50	3,055.00
3/4-inch Water Pipe	3,240 lin.ft.	0.55	1,782.00
1-inch Water Pipe	3,400 lin.ft.	0.60	2,040.00
1 1/4-inch Water Pipe	2,000 lin.ft.	0.65	1,300.00
1 1/2-inch Water Pipe	1,430 lin.ft.	0.70	1,001.00
2-inch Water Pipe	1,520 lin.ft.	0.80	1,216.00
2 1/2-inch Water Pipe	420 lin.ft.	1.00	420.00
1-inch Gate Valves	3 only	10.00	30.00
1 1/4-inch Gate Valves	1 only	15.00	15.00
1 1/2-inch Gate Valves	4 only	20.00	80.00
2-inch Gate Valves	2 only	25.00	50.00
3/4-inch Quick-coupling Hose Valves	240 only	9.00	2,160.00
1/2-inch Manual Drain Valves	30 only	8.00	240.00
3/4-inch Hose Couplers	10 only	3.00	30.00
3/4-inch Hose Swivels	10 only	3.00	30.00
Portable Sprinklers	10 only	22.00	220.00
3/4-inch Rubber Hose	20 only	8.00	160.00
Sidewalk Benches	2 only	100.00	200.00

Concrete Planters	45 only	$ 50.00	$ 2,250.00
			$136,028.50
Water Meters			$ 2,840.00
Flagging (57% of Contractor's Cost)			200.00
			$ 3,040.00
	Subtotal		$139,068.50
	10% Engr. & Cont.		13,906.50
	Total		$152,975.00

Length of Project - - - 0.00 Miles

Federal Funds -	$141,000.00
State Funds -	11,975.00
	$152,975.00

RECEIVED
AUG 3 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

HIGHWAY TRANSACTION NO.

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-24-65

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(60)301

PROJECT REPORT NO.: I-405-8(11)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 SW Water St. to Curry St. Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	0.000
*OTHER (Specify)		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,160.00	$ 107,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. R. Klabo
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XJJ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 24, 1965

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(60)301

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1965

Type Code Y005
Roadside Improvement (Sta. 502+25 to Sta. 504+50.72)(Contract No. 6635)

Clearing and Grubbing	All Required		$ 5,570.00
Furnishing and Placing Topsoil	2,250 cu.yd.	4.00	9,000.00
Furnishing and Planting Deciduous Trees	180 only	7.00	1,260.00
Furnishing and Planting Conifers	3,500 only	5.00	17,500.00
Furnishing and Planting Broadleaf Evergreen Shrubs	2,270 only	3.00	6,810.00
Furnishing and Planting Hybrid Rhododendrons	1,760 only	8.00	14,080.00
Furnishing and Planting Deciduous Shrubs	1,100 only	2.00	2,200.00
Furnishing and Planting Salal	4,700 only	1.00	4,700.00
Furnishing and Planting Vines, Group 1	43,800 only	0.20	8,760.00
Furnishing and Planting Vines, Group 2	560 only	0.30	168.00
Inorganic Fertilizer, 10-16-8	45 cwt	5.00	225.00
Organic Fertilizer, 5-3-2	62 cwt	5.00	310.00
Rhododendron Fertilizer, 8-10-8	8 cwt	10.00	80.00
Manure Fertilizer	890 cu.yd.	5.00	4,450.00
Peat Moss	1,520 cu.ft.	0.40	608.00
Bark Mulch	11 acre	800.00	8,800.00
Jute Matting	1,320 sq.yd.	0.35	462.00
3/4-inch Water Pipe	1,340 l.ft.	1.00	1,340.00
1-inch Water Pipe	4,140 l.ft.	1.00	4,140.00
1¼-inch Water Pipe	2,150 l.ft.	1.00	2,150.00
1½-inch Water Pipe	2,470 l.ft.	1.00	2,470.00
2-inch Water Pipe	3,830 l.ft.	1.10	4,213.00
2½-inch Water Pipe	1,420 l.ft.	1.20	1,704.00
1-inch Gate Valves	1 only	25.00	25.00
1¼-inch Gate Valves	1 only	25.00	25.00
2-inch Gate Valves	2 only	50.00	100.00
3/4-inch Quick-Coupling Hose Valves	240 only	10.00	2,400.00

¾-inch Manual Drain Valves	20 only	5.00	$ 100.00
3/4-inch Hose Couplers	10 only	5.00	50.00
3/4-inch Hose Swivels	10 only	6.00	60.00
			$ 103,760.00
Water Meters	All Required		$ 1,640.00
Flagging (5744 of Contractor's Cost)	All Required		200.00
			$ 1,840.00
	Subtotal		$ 105,600.00
	10% Engr. & Cont.		10,560.00
	Total		$ 116,160.00

Federal Funds	$107,100.00
State Funds	9,060.00
Total	$116,160.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 626-1090

S. W. BROADWAY-R SC ISL-ND PATIOS

NONPARTICIPATING WORK

Portable Sprinklers	10 only	25.00	$	250.00
3/4-inch Rubber Hose	20 only	30.00		600.00
			$	850.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(60)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 4, 1965

Type Code Y005
Roadside Improvement (Sta. 502+25 to Sta. 504+50.72)

Clearing and Grubbing	All Required		$ 500.00
Furnishing and Placing Topsoil	2,250 cu.yds.	$ 3.00	6,750.00
Furnishing and Planting Deciduous Trees	180 only	10.00	1,800.00
Furnishing and Planting Conifers	3,500 only	12.00	42,000.00
Furnishing and Planting Broad-leaf Evergreen Shrubs	2,270 only	5.50	12,485.00
Furnishing and Planting Hybrid Rhododendrons	1,760 only	9.50	16,720.00
Furnishing and Planting Deciduous Shrubs	1,000 only	3.00	3,300.00
Furnishing and Planting Salal	4,700 only	1.20	5,640.00
Furnishing and Planting Vines, Group 1	43,800 only	0.40	17,520.00
Furnishing and Planting Vines, Group 2	560 only	1.90	1,064.00
Inorganic Fertilizer, 10-16-8	45 cwt.	7.00	315.00
Organic Fertilizer, 5-3-2	62 cwt.	7.00	434.00
Rhododendron Fertilizer, 8-10-8	8 cwt.	12.00	96.00
Manure Fertilizer	890 cu.yd.	9.00	8,010.00
Peat Moss	1,520 cu.ft.	0.85	1,292.00
Bark Mulch	11 acre	940.00	10,340.00
Jute Matting	1,320 sq.yd.	0.50	660.00
3/4-inch Water Pipe	1,340 lin.ft.	0.55	737.00
1-inch Water Pipe	4,140 lin.ft.	0.60	2,484.00
1¼-inch Water Pipe	2,150 lin.ft.	0.65	1,397.50
1½-inch Water Pipe	2,470 lin.ft.	0.70	1,729.00
2-inch Water Pipe	3,830 lin.ft.	0.80	3,064.00
2½-inch Water Pipe	1,420 lin.ft.	1.00	1,420.00
1-inch Gate Valves	1 only	10.00	10.00
1½-inch Gate Valves	1 only	20.00	20.00
2-inch Gate Valves	2 only	25.00	50.00

3/4-inch Quick-Coupling Hose Valves	240 only	$ 9.00	$ 2,160.00
1/2-inch Manual Drain Valves	20 only	8.00	160.00
3/4-inch Hose Couplers	10 only	3.00	30.00
3/4-inch Hose Swivels	10 only	3.00	30.00
Portable Sprinklers	10 only	22.00	220.00
3/4-inch Rubber Hose	20 only	8.00	160.00
			$142,597.50
Water Meters	All Required		$ 1,640.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
			$ 1,840.00
		Subtotal	$144,437.50
		10% Engr. & Cont.	14,443.50
		Total	$158,881.00

Length of project - - - - - - - - - - - - 0.00 miles

Federal Funds -	$146,000.00
State Funds -	12,881.00
	$158,881.00

RECEIVED
AUG 6 - 1965
FOR FILING

I-405-8(11)301

6635

August 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering the State's share of flagging costs on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County, Contract No. 6635 in connection with Federal-Aid Project No. I-405-8(11)301 and Project No. I-5-6(60)301.

This work was an anticipated item of the project for which funds were set up in the original authorization.

The work was recommended for approval by the BPR Assistant Area Engineer, and the Field authorized to proceed, August 4, 1965. Your approval, as of that date, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

NKG:cd

Form P-320-644

RECEIVED
AUG 19 1965

FOR FILING
I-405-8(11)301

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG 4 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Is. Br. Roadside Improvement
Date July 30, 19 65

Highway Stadium Freeway and Pacific
Contract No. 6635

County Multnomah
Prefix 626-1050

Contractor Jansen's Landscaping Co.
F. A. Project No. I-405-8(11)301
I-5-6(60)301

Address Rt. 1, Everson, Washington
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Participation of State in cost of flagging for traffic protection

State to reimburse the contractor for 57.5% of necessary flagging costs.
Maximum equipment rates allowable as per AGC-State Agreement.
Percentage allowable contractor is in accordance with executed contract for the job.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Labor (State's Share)	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds for this work were listed on Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 230,903.43	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 400.00 for work under this order	$ 400.00	
Expected under-run ~~over-run~~ amount	$ 9,236.13	
Expected under-run ~~over-run~~ per cent	4%	

Submitted by: /s/ R. T. Lytle
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
~~Deputy~~ Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-18-65

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-405-8(11)301

6635

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 16, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

KLABOE

SUBJECT: Oregon Projects I-405-8(11)301 and I-5-6(60)301
S.W. Broadway-Ross Island Bridge Section
Roadside Improvement

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of July 6, 1965 in the award of contract No. 6635 to Jansen's Landscaping Co., of Everson, Washington, low bidder in the amount of $200,367.50 at the June 29, 1965 bid opening.

REFERRED TO
Virgil Young
Dr Asst. State Hwy. Engr.

NOTED 7-20-65
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1965
FOR FILING

J-405-8(11)301
6635

July 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 1, 1965 is requested in the award of contract for the S.W. Broadway-Ross Island Bridge Section, Project Nos. I-405-8(11)301 and I-5-6(60)301.

The contractor receiving the award is Jansen's Landscaping Co., of Everson, Washington, in the amount of $200,367.50 with the contract No. 6635 assigned. This bid was received on June 29, 1965 and awarded July 6, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARice

FORM S-189

RECEIVED
JUL 12 1965
FOR FILING

F405-8(11)301

6625

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 196

Janson's Landscaping Company
Route 1
Everson, Washington

Gentlemen

The State Highway Commission on July 6, 196, awarded to you State Highway Contract No. 66 for the following project:

Roadside improvement on the U. S. Broadway-Sauvie Island Bridge section of the Stadium and Pacific Highways in Portland.

This award was based on your bid of $200,367.00 which was submitted to the Commission on June 29, 196, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. A. Savage (2 C.)
Mark Astrup

RECEIVED
JUN 18 1965
FOR FILING

FORM E-302—8M—7-64 SP 6220-754

I 11E-1 (11) 301

6635

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 17, 1965

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: City of Portland Water Bureau
30" Water Main @ S.W. Sheridan St.
S.W. Broadway-Ross Island Br.
Pacific Hwy. & Stadium Freeway
Multnomah County

Herewith a letter from Paul Norseth, City of Portland Water Bureau, noting the results of further Water Bureau investigation into a leaking 30" water main as reported in a letter to you dated January 17, 1964.

The conclusion of the Water Bureau from this investigation indicates no leakage in the 30" main. Therefore, the excess water found by the Resident Engineer and his personnel must have been from some other source.

If the Water Bureau is satisfied the 30" main is not leaking, and they believe this type of test to be fairly accurate, the consideration of making adjustments to the main can be dropped.

Jack Hesla
Field Utilities Liaison
Engineer

JH:ds

Enclosure

cc: Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. R. F. Lytle

RECEIVED
JUN 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1965

In reply refer to: 03-35.2-31

FROM : L. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-405-3(11)301 and I-5-6(60)301
S.W. Broadway - Ross Island Bridge Section
Roadside Improvement

P.S. & E. documents for the subject projects have been reviewed and are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, and further, that control of access rights has been acquired, with no utility adjustments involved as indicated in Mr. Litchfield's and Mr. Mochring's June 2 and June 4, 1965 reports.

We have noted that on some previous landscape contracts in the metropolitan area, adequate maintenance by the contractor has not been performed during the establishment period. Your field representative should take full advantage of the fourth paragraph of Article 752-3.13 of your general specifications for corrective work evident during periodic inspections and require replacement of dead plants at times other than at the beginning or end of the establishment period as provided under the seventh paragraph of the same article. Furthermore, on Project I-5-6(45)302, N. Russell-S.E. Oak St. Section, which was accepted last fall, maintenance by your forces has been practically nonexistent until recently. The first few years of any new planting are very critical in establishing the plants and projecting the true intent of the landscape plan. Under these circumstances due to the inadequacies noted, prior to our concurrence in award of contract on this project or authorization of additional landscape projects in the metropolitan area, we would appreciate being advised as to corrective action which you may initiate.

Seeding and mulching has been accomplished on the previous contract. It would appear desirable to allow a maximum of growth on these slopes prior to planting shrubs. This would give additional erosion protection. When this maximum period was reached the grass slopes could then be killed by a short term sterilant or possibly a herbicide to prevent further growth.

orig to Young w/attach.
copy to Edwards 6-14-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

note: Edwards will answer maintenance question.

We note in your bid tabulation that 20 portable sprinklers and 40 30' lengths of 3/4" rubber hose are required. It is our opinion that these items fall within the category of maintenance. Therefore if these items are included they will have to be on a nonparticipating basis.

Mr. Young's June 4, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
MAR 10 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD QUERY, SECRETARY
SALEM

I-405-8(11)301

6635

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

March 1, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Commissioner William A. Bowes
Commissioner of Public Works
CITY OF PORTLAND
City Hall
Portland, Oregon 97204

RE: Landscaping
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway

Dear Commissioner Bowes:

At the meeting held in your office on February 23, we promised to deliver to you seven (7) copies of the preliminary landscaping plans for this section. They are enclosed.

On Sheet 3A you will note several parcels colored pink. These are the parcels that we hope to enter into a joint undertaking with the City and if this is agreeable to you we can work out the details later. On Sheet 5A the light brown colored area denotes grass plantings and will be accomplished on a later contract.

If we can be of any further assistance, please advise.

Very truly yours,

Original Approved by F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sh

Enclosures

cc Lloyd P. Shaw
F. D. Morgan;
Attn., Mark Astrup
Jay B. Boyd

RECEIVED
MAR 3 1965

26-1623 S.E. Powell Blvd. & S.E. 86th Ave. near E. City Lim. of Portland (Tr. Sig. Inst.) 1965

#6636

RECEIVED
DEC 9 - 1965
FOR FILING

26-1625

6636

December 9, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6636 awarded to W. R. Grasle Company for traffic signal installation on S. E. Powell Boulevard at S. E. 86th Avenue on the Mt. Hood Highway in Multnomah County was completed on August 31, 1965, and accepted by the Highway Commission on December 8, 1965.

Final payment in the amount of $286 will be released to the contractor after December 16, 1965. The total contract amount is $5,720 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1965
FOR FILING

96-1623
6636

December 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6636. The contract was with W. R. Cresle and was for a traffic signal installation on S. E. Powell Boulevard at S. E. 26th Avenue in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
F. D. Morgan
F. B. Crandall
L. H. Young
C. H. Maison
A. E. Johnson

bg

FORM 6-183

RECEIVED
JUL 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

36-1623

6636

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1965

. . . rade Company
497 N. . 10th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6636 for the following project:

Traffic signal installation at intersection of . . Powell Boulevard and . . 10th . Avenue near the east city limits of Portland.

This award was based on your bid of $9,720.00 which was submitted to the Commission on June 29, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
. . Savage (. . C)
I. . Merchant

RECEIVED
MAY 27 1965
FOR FILING
2L-1623
6686

May 26, 1965

Oregon State Highway Commission

Gentlemen:

S. E. 86th Avenue, from its intersection with Powell Boulevard, east of Portland, forms one of the major access points into the Eastport Plaza area and serves schools in this area. We have been petitioned for a traffic signal and corrective measures at this intersection.

Our investigation shows that the installation of a fully-actuated traffic signal would improve traffic conditions at this intersection. The total estimated cost of the traffic signal is $10,000. Your approval of this project is recommended. This will be financed from 1965-67 Minor Betterment Funds.

This matter will be on the agenda for your consideration at the June 1 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. W. Rulien

LEG:jc fn

FORM E-30X—50M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 21, 1965

File 186

SUBJECT: Request for School Crossing Protection
Mt. Hood Highway at S.E. 86th Avenue
US 26-Hwy. No. 26-M.P. 5.42

To: Mr. E. W. Bulien
Division Engineer
O F F I C E

This investigation is in response to a petition from residents of S.E. Powell Boulevard between 82nd and 92nd Avenues requesting that a traffic signal be installed at the intersection of S.E. 86th Avenue for the control of pedestrians and vehicular traffic.

Attached is a condition diagram showing the traffic conditions on the Mt. Hood Highway (S.E. Powell Boulevard) between S.E. 85th Avenue and S.E. 88th Avenue. Powell Boulevard is 50 feet in width between concrete curbs and sidewalks. There is, at present, parallel parking on both sides which allows only two lanes of through traffic. S.E. 85th Avenue forms a T type intersection from the north. This road is not improved for the entire distance to Division Street. S.E. 86th Avenue forms a T type intersection with Powell Boulevard from the south. The pavement is 36 feet between concrete curbs and sidewalks with parallel parking allowed on both sides. This street serves traffic to the Eastport Plaza and the Marshall High School. S.E. 87th Avenue forms a T type intersection with Powell Boulevard from the north. This street is paved for its entire distance to S.E. Division Street. The Binnsmead Elementary School is located to the north of Division Street approximately two blocks. S.E. 87th Avenue to the north of Division Street is located approximately half way between 85th and 87th Avenue intersections south of Division. S.E. 86th Avenue on Powell Boulevard was recently bracketed with 48" school crossing signs. The indicated speed is 35 MPH.

A 16-hour manual vehicular turning movement count as factored to 24 hours taken on March 30 and April 1, 1965 showed that 12,602 (87%) vehicles entered from the east and west, and 1942 (13%) entered from the south. As may be seen by the traffic signal warrant computation sheet, the vehicular volumes are sufficient to meet the minimum vehicular volume warrant and the interruption of continuous traffic warrant. However, 85% of the volume entering from the south makes the right turn onto Powell Boulevard.

The attached collision diagrams show the reported accidents at S.E. 86th and S.E. 87th Avenues during the period from January 1, 1960 to December 31, 1964. At 86th Avenue there were 18 reported accidents which included 12 rear-end, 1 sideswipe, 3 turning, 1 parking and 1 backing type accidents. There were no fatalities, but 11 persons were injured. Nine of these accidents are of a type preventable by the installation of a traffic signal. Fourteen are of a type preventable by the installation of a left-turn refuge lane. There were 12 reported accidents at the intersection of S.E. 87th Avenue which include 1 headon, 5 rear-end, 1 sideswipe and 5 turning type accidents. None of these accidents are of the type preventable by the installation of a traffic signal. Nine are of a type preventable by the installation of a left-turn refuge lane. Six of the reported accidents occurred during the year 1964.

There is no report available on the pedestrian accident which involved the child crossing at 86th Avenue. It has been determined that the crossing was made after regular school crossing hours. It seems that one vehicle stopped for the pedestrian and the next vehicle went around the stopped vehicle and hit the child as she went in front.

The following table summarized the crossings made at S.E. 85th, 86th and 87th Avenues during the 16 hour counting period from 6 a.m. to 10 p.m.

	Grade School	High School	Other	Totals
85th Avenue	24	55	32	111
86th Avenue	28	105	78	211
87th Avenue	5	59	12	76
Totals	57	219	122	398

It is obvious that a traffic signal at the intersection of 86th Avenue is not the answer to the vehicular traffic problems in this area. The 1452 vehicles per day making the east to south left turn into 96th Avenue have been involved in a considerable number of accidents. A two-phase traffic signal would not be the answer for this condition. A three-phase signal would run into a capacity problem. The following are alternate solutions for the existing problems in this area depending on how far the Highway Department may want to go with parking restriction.

Proposal No. 1 recommendations as follow:

1. That parking be prohibited on both sides of the Mt. Hood Highway No. 26 between S.E. 82nd Avenue and S.E. 92nd Avenue and the entire section be striped for four lanes of traffic.

2. That the Mt. Hood Highway east of S.E. 92nd Avenue be constructed to a four lane section for a sufficient distance to allow two lanes east and west through the traffic signal at this location.

3. That a pedestrian traffic actuated signal be installed between S.E. 85th Avenue and S.E. 86th Avenue on the Mt. Hood Highway.

Proposal No. 2 recommendations as follow:

1. That parking be prohibited during the hours of 4 to 6 p.m. on the south side, and 7 to 8:30 a.m. on the north side for the remaining portion of the Mt. Hood Highway between S.E. 82nd Avenue and S.E. 92nd Avenue which does not now have parking prohibition. This section would then be striped for four lanes of traffic the same as the section between S.E. 50th and S.E. 82nd Avenues in the city of Portland.

2. That the Mt. Hood Highway east of S.E. 92nd Avenue be constructed to a four lane section for a sufficient distance to allow four lanes of traffic through the traffic signal at this location.

3. That a pedestrian actuated traffic signal be installed on the Mt. Hood Highway between S.E. 86th and S.E. 87th Avenues.

Proposal No. 3 recommendations as follow:

1. That parking be prohibited at all times on the north side of the Mt. Hood Highway between S.E. 85th and S.E. 88th Avenues.

2. That left-turn channelization be installed in paint for S.E. 86th and 87th Avenues.

3. That a pedestrian actuated traffic signal be installed on the Mt. Hood Highway between S.E. 86th and 87th Avenues.

Proposal No. 1 is based on the existing traffic volumes that now use this section of Powell Boulevard. The recent count showed 11,500 to 13,700 vehicles on this highway which is well over the reasonable traffic volume for a two lane highway. The section between S.E. 82nd Avenue and a point 0.32 mile east of S.E. 92nd Avenue is 13 on the priority list for the rural worst section listing in the first six months of 1964. There were 45 accidents in this section involving 27 injuries which gave an accident rate of 26.53 accidents per million vehicle miles. It is felt that a good deal of the accident experience through this section is caused by the striping of a two-lane two-way section on such a wide crosssection. With the existing volumes, there is considerable passing on the right.

Proposal No. 2 is based on the same factors, but is only suggested in case parking cannot be removed completely. The location of the pedestrian actuated signal is relocated because parking between 85th and 86th Avenues does not allow a good location for the crossing. The last part of both of these proposals provides for widening of Powell Boulevard to allow four lanes through 92nd Avenue. At present at this location, there is a left-turn lane and one through lane for each direction of traffic. With the prohibition of parking and striping of four lanes, this channelization will have to be eliminated. In order that the traffic signal may handle the traffic through this intersection, there would need to be four lanes of through traffic at this point.

The last proposal will help the existing traffic accident pattern in this immediate area, but may tend to confuse traffic more than they are now through this section of highway. In this proposal, it was suggested that parking be taken off the north side of the highway because of the extensive use of parking on the south side and the known fact that the owner of the market in the southwest quadrant of 86th Avenue will protest extensively.

A plan of the 92nd Avenue intersection shows the existing control and the proposed highway widening to accommodate four lane traffic. No estimate is made for this project at this time. The pedestrian actuated signal is estimated to cost $3,000. Regardless of which proposal is used, it is recommended that a statutory parking restriction be painted in the southwest quadrant of the 85th Avenue intersection to provide better sight distances.

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Division Traffic Engineer

RWF:fb
Encs.
cc F. B. Crandall
D. D. Roxburgh

OREGON STATE HIGHWAY DEPARTMENT

DATA SHEET

Left-Turn Refuge Analysis

Highway: Mt. Hood Route No. 26 Hwy. No. 26

Intersection with: S.E. 86th Avenue Mile Point 5.42

Volume Data:

Left-turn Volume V_L 113
(Ave. Max. 8 hrs. all left turns from through hwy. traffic)

Opposing Traffic Volume V_O 392
(Through traffic same 8 hrs. -Ave. one direction)

Hazard Factors:

Constant	1.00
Clearance Width F_C	0.00
Escape Width F_E	0.00
Sight Distance Ahead F_{SA}	0.00
Sight Distance Overtaking F_{SO}	0.00
Vehicular Speed F_S	0.10
Miscellaneous F_M	0.00
TOTAL.	1.10

INDEX OF HAZARD = $V_L V_O (1 + F_C + F_E + F_{SA} + F_{SO} + F_S + F_M)$

I.H. = 48,700

Five-Year Preventable Reported Accident Record Ap 14

RELATIVE WARRANT = $\frac{I.H.}{124,000} (10+Ap)$

R.W. = 9.4

TRAFFIC SIGNAL WARRANT COMPARISON

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	895	500
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	148	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	895	750
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	148	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	895	600
Average Hourly Ped. Volume Across Major St.-Same 8hrs. (Highest volume crosswalk)	11	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

ER-129(1) Thirtymile Crk.-Dyer Crk. & 1965
ER-191(1) Lower Perry-Hilgard Secs. of
#6637 John Day & Old Ore. Tr. Hwys.(gdrl.)

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MONTHLY TRANSACTION NO. 7-70

PROJECT REPORT NO. # 6-63-1

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-11-66

STATE Oregon

COUNTY Morrow, Umatilla, Union, Baker

PROJECT ER-191(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Boardman Jct.-Baker Section, Old Oregon Trail Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	Initial Auth. 12-22-64	
OTHER (Specify)	Addt'l Auth. 6-25-65	130.3

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 174,162	$ 110,505.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official Name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By _____ (Division Engineer)
XX A. W. Parsons

By R. R. Bucklund
We Rv Bucklund, Administrative Manager
Division Engineer

JUL 11 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. ER-191(1)

BOARDMAN JCT.-BAKER SECTION OF THE

OLD OREGON TRAIL IN MORROW, UMATILLA,

UNION AND BAKER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices & estimated costs of temporary & permanent repairs by State Force and negotiated equipment rental.)

Salem, Oregon, May 27, 1966

Type Code X101
Hilgard-Lower Perry (MP 253.12 to MP 257.20) (Contract No. 6637)

Guard Rail	2,000 lin.ft.	$ 2.50	$ 5,000.00
Rail End Pieces	1 only	5.00	5.00
Furnish Guard Rail Members	150 lin.ft.	1.25	187.50
Furnish Guard Rail Posts	10 only	7.50	75.00
Guard Rail -Salvaged Guard Rail	2,000 lin.ft.	1.20	2,400.00
			$ 7,667.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
		Subtotal	$ 7,767.50
		Engr. & Cont.	775.50
		Total	$ 8,543.00

Type Code 6201
Flood Repair Temporary & Permanent (MP 166.50 thru equa. 285.14=318.78 to MP 330.45)

Negotiated Equipment, Labor & Materials*	All Required	$116,940.32
State Force Equipment, Labor & Materials*	All Required	48,678.68
	Total	$165,619.00
	Grand Total	$174,162.00

Length of Project - - - - - - - - -130.3 miles (intermittent)

* The permanent repair was completed in conjunction with the temporary work except for the contract to install guard rail.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Hilgard-Lower Perry Sec. (Contract #6637)	$ 8,543.00	$ 5,420.00	$ 3,123.00
Temporary & Permanent Restoration	165,619.00	105,085.00	60,534.00
	$ 174,162.00	$ 110,505.00	$ 63,657.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Prefixes

31-1058	30-4402	31-4405	30-4502
1-4411	30-4403	31-4406	31-4504
25-4401	31-4404	31-4407	31-4505

The costs in this estimate were taken from our cost records. The phase one report submitted covered only part of the project so it does not agree with our cost records. D.M.S. office charges are not included in this estimate.

RECEIVED
JAN 18 1966
FOR FILING

ER-129 (1)

6637

January 17, 1966

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Contract No. 6637 awarded to McWaters Construction Company for guardrail on the Thirtymile Creek-Dyer Creek and Hilgard-Lower Perry Sections of the John Day and Old Oregon Trail Highways in Gilliam and Union Counties was completed on September 3, 1965, and accepted by the Highway Commission on January 14, 1966.

Final payment in the amount of $779.92 will be released to the contractor after January 24, 1966. The total contract amount is $12,177.05 including $131.42 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc McWaters Construction Company
P.O. Box 1897
Boise, Idaho

Reeder-VanDeusen
Somna Building
Boise, Idaho
L.H. Young
C.H. Maison
Attn: John Herr

STATE COPY

Monthly transaction number 1-192	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6637 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-14-66	County Gilliam & Wheeler
		Project number ER-129(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 220,138.00

Revised Federal funds $ 139,677.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P62

Oregon State Highway Department

Federal Aid
Project No. ER-129(1)

ARLINGTON-GRANT CO. LINE SECTION OF THE

JOHN DAY HIGHWAY, GILLIAM AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 13, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y101
Thirty Mile Cr.-Dyer Cr. (MP 45.08 to MP 48.87) (Contract No. 6637)

Rail End Pieces	1 only	$ 5.00	$ 5.00
Furnish Guard Rail Members	50 lin.ft.	1.25	62.50
Furnish Guard Rail Posts	10 only	7.50	75.00
Guard Rail-Salvaged Guard Rail	4,300 lin.ft.	1.20	5,160.00
			$ 5,302.50
Flagging (37½% Contractor's Cost)	All Required		$ 100.00
	Subtotal		$ 5,402.50
	Engr. & Cont.		539.50
	Total		$ 5,942.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 0.00-MP 20.0)(MP 39.0-MP 50.00)(MP 64.00-MP 104.73)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$119,278.59
State Force Equipment, Labor and Materials	All Required	39,726.50
		$159,005.09

Permanent

Approved State Force Order No. 3	All Required	$ 48,355.00
	Subtotal	$207,360.09
	Engr. & Cont.	4,835.91
	Total	$212,196.00

Length of Roadway- - - - - - - - - -71.73 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 731.00
Thirty Mile Cr.-Dyer Cr. (Contract # 6637)	5,942.00	3,770.00	2,172.00
Temporary & Permanent Repair	212,196.00	134,638.00	77,558.00
Subtotal	$220,138.00	$139,677.00	$ 80,461.00
Retained in Authorized Fund Status			
Temporary Flood Repair	$ 32,288.87	$ 20,487.00	$ 11,801.87
Total	$252,426.87	$160,164.00	$ 92,262.87

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 31-1050, 11-4401, 11-4501, 11-4701, 35-4403, 35-4503, 35-4703

The State Force equipment, labor and materials does not agree with the Phase 1 Report due to costs not compiled by the Resident Engineer who made up the Phase 1 Report. We arrived at this amount by using charges on the cost books which is the most accurate information we have. D.M.S. charges are not included in this estimate.

The temporary repair held in authorized fund status in the amounts circled on the Phase 1 Report which is partly involved in the heavy maintenance sections not approved in the program approval letter dated 3-16-65. We are attempting to get a split of the participating and nonparticipating amounts from the field office.

RECEIVED
SEP 7 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FORM 9-119

PROJECT REPORT NO.

ER-3 129(1)

Form PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-3-65

STATE: Oregon

COUNTY: Gilliam & Wheeler

PROJECT NO.: ER-129(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arlington-Grant County Line Section of the John Day Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-22-65	30.661
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	30.661
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 61,132.00	$ 38,788.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xx A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal Aid
Project No. ER-129(1)

ARLINGTON-GRANT CO. LINE SECTION OF THE

JOHN DAY HIGHWAY, GILLIAM AND WHEELER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, August 10, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code Y101
Thirtymile Cr.-Dyer Cr. (MP 45.08 to MP 48.87) (Contract No. 6637)

Rail End Pieces	1 only	$ 5.00	$ 5.00
Furnish Guard Rail Members	50 lin.ft.	1.25	62.50
Furnish Guard Rail Posts	10 only	7.50	75.00
Guard Rail-Salvaged Guard Rail	4,300 lin.ft.	1.20	5,160.00
			$ 5,302.50
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 5,402.50
	10% Engr. & Cont.		539.50
	Total		$ 5,942.00

Type Code 6201
Roadway (MP 18.40 to MP 91.5) (Intermittent)

State Force Order No. 3 (Permanent Restoration)	All Required	$48,355.00
	10% Engr. & Cont.	4,835.00
	Total	$53,190.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 731.00
Thirtymile-Dyer Cr.	5,942.00	3,770.00	2,172.00
State Force Order No. 3	53,190.00	33,749.00	19,441.00
	$61,132.00	$38,788.00	$22,344.00

Retained in Authorized Fund Status

Temporary and permanent work not covered by this estimate	$219,868.00	$139,111.00	$80,757.00
	$281,000.00	$177,899.00	$103,101.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 11-4701
31-1058
35-4703

Oregon State Highway Department

Federal Aid
Project No. ER-129(1)

ARLINGTON-GRANT CO. LINE SECTION OF THE

JOHN DAY HIGHWAY IN GILLIAM AND WHEELER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 28, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$2,000.00
Type Code Y101			
Thirty Mile Cr.-Dyer Cr. (MP 45.08 to MP 48.87)			
Rail End Pieces	1 only	$5.00	$ 5.00
Furnish Guard Rail Members	50 lin.ft.	1.50	75.00
Furnish Guard Rail Posts	10 only	7.00	70.00
Guard Rail-Salvaged Guard Rail	4,300 lin.ft.	2.00	8,600.00
			$8,750.00
Flagging (57½ of Contractor's Cost)	All Required		100.00
	Subtotal		$8,850.00
	10% Engr. & Cont.		885.00
	Total		$9.735,00

Length of Contract - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 80.00	$ 1,920.00
Thirtymile Cr.-Dyer Cr.	9,735.00	400.00	9,335.00
	$11,735.00	$480.00	$11,255.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$444,265.00	$19,480.00	$424,785.00

RECEIVED
JAN 17 1966
FOR FILING
ER-129(1)
6637

January 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 3, 1965, on Contract No. 6637. The contract was with Mehmkers Construction Co. and was for guardrail on the Thirtymile Creek-Dyer Creek and Hilgard-Lower Perry Sections of the John Day and Old Oregon Trail Highways in Gilliam and Union Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 14, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

bg

RECEIVED
JAN 11 1966
FOR FILING

ER-129(1)

Form CD-121 (11-63) Prsb. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

6627

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-129(1)
Arlington - Grant County Line Section, John Day Highway
Emergency repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 13, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 71.73 (intermittent) miles of roadway at a total estimated negotiated contract amount of $119,278.00 and State force account work amount of $39,726.00. Estimated emergency fund participation is to be at the regular pro rata share, or $100,888.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 24, 1965. We concurred in the contract award for Thirtymile Creek - Dyer Creek Section on July 6, 1965.

REFERRED TO
Irma Wiencke.
BY ASST. STATE HWY. ENGR.
1-11-66

RECEIVED
JAN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal Aid
Project No. ER-129(1)

ARLINGTON-GRANT CO. LINE SECTION OF THE

JOHN DAY HIGHWAY, GILLIAM AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 13, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code Y101
Thirty Mile Cr.-Dyer Cr. (MP 45.03 to MP 48.87) (Contract No. 6637)

Rail End Pieces	1 only	$ 5.00	$ 5.00
Furnish Guard Rail Members	50 lin.ft.	1.25	62.50
Furnish Guard Rail Posts	10 only	7.50	75.00
Guard Rail-Salvaged Guard Rail	4,300 lin.ft.	1.20	5,160.00
			$ 5,302.50
Flagging (57½% Contractor's Cost)	All Required		$ 100.00
	Subtotal		$ 5,402.50
	Engr. & Cont.		539.50
	Total		$ 5,942.00

Type Code 6201
Flood Repair Temporary and Permanent (MP 0.00-MP 20.0)(MP 39.0-MP 50.00)(MP 64.00-MP 104.73)

Temporary

Negotiated Equipment, Labor and Materials	All Required	$119,278.59
State Force Equipment, Labor and Materials	All Required	39,726.50
		$159,005.09

Permanent

Approved State Force Order No. 3	All Required	$ 48,355.00
	Subtotal	$207,360.09
	Engr. & Cont.	4,839.91
	Total	$212,196.00

Length of Roadway- - - - - - - - - -71.73 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 731.00
Thirty Mile Cr.-Dyer Cr. (Contract # 6637)	5,942.00	3,770.00	2,172.00
Temporary & Permanent Repair	212,196.00	134,638.00	77,558.00
Subtotal	$220,138.00	$139,677.00	$ 80,461.00
Retained in Authorized Fund Status			
Temporary Flood Repair	$ 32,288.87	$ 20,487.00	$ 11,801.87
Total	$252,426.87	$160,164.00	$ 92,262.87

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes:		
	31-1058	35-4403
	11-4401	35-4503
	11-4501	35-4703
	11-4701	

The State Force equipment, labor and materials does not agree with the Phase 1 Report due to costs not compiled by the Resident Engineer who made up the Phase 1 Report. We arrived at this amount by using charges on the cost books which is the most accurate information we have. D.M.S. charges are not included in this estimate.

The temporary repair held in authorized fund status in the amounts circled on the Phase 1 Report which is partly involved in the heavy maintenance sections not approved in the program approval letter dated 3-16-65. We are attempting to get a split of the participating and nonparticipating amounts from the field office.

(MEMORANDUM) Voucher No. 1 - Progress

FORM PR 20e (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1935

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

FR 129(1)

PROGRAM APPROVED

April 12, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM November 1, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		63.45	$17,555.02	$15,228.00	$2,327.02	
		63.45	$17,555.02	$15,228.00	$2,327.02	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C.H. Haisen
Controller

USCOMM DC 45078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix: 11-4701 D				$18,059.47	
	35-4703 D				3,667.60	
					$21,727.07	
	Pro-rata percentage				63.45	
	Sub-total pro-rata from U. S.				$13,785.82	
	Contract Billing:					
	Prefix: 31-1058				3,770.00	
	Total pro-rata from U. S.				$17,555.82	

AMOUNT CARRIED FORWARD---

FORM PR-20A

USCOMM DC 49078 P61

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Thirtymile Cr. - Dyer Cr. and Higard- Lower Perry	WEEK ENDING: 17 September 1965
		SECTION PREFIX: 31-1058
	HIGHWAY: John Day & Old Oregon Trail	COUNTY: Gilliam & Union
NAME OF JOB: Thirtymile Cr.- Dyer Cr. & Hilgard - Lower Perry	KIND OF WORK: Guard Rail	
CONTRACTOR: Mc Waters Construction	CONTRACT NUMBER: 6637	FEDERAL AID PROJECT NUMBER: ER-129 (1) & ER-191 (1)
DATE OF CONTRACT: 6 July 1965	DATE WORK STARTED: 29 July 1965	ESTIMATED COMPLETION DATE: 3 September 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 14,816	SPECIFIED COMPLETION DATE: 1 September 1965	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $ 13,763	ENGINEERING AUTHORIZATION $ 1054	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,237	ENGINEERING COST TO DATE $ 2,133	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 202 %	DATE PROJECT WAS COMPLETED: 3 September 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail 100 %	
			~~Guard Rail~~ ~~xxxxx~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.5 = 6.4 No work = 7.9 Miles				
MILES PARTIALLY COMPLETED			0				
MILES COMPLETED			1.5				
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8300				
TOTAL QUANTITIES CORRECTED TO DATE			7600				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7600				
AVERAGE DAILY QUANTITIES			280				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Fair			
FRIDAY	"			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on this project completed September 3,1965.
Submitted Semilinal Estimate September 17,1965
FINAL REPORT

SIGNED W C Ferguson LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 11 1966
FORM E-123X 50M 2-66
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-129 (1)

6637

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 3, 1965, on Contract No. 6637, Thirtymile Creek-Dyer Creek and Hilgard-Lower Perry Section, in Gilliam and Union Counties, in connection with Federal-Aid Project No. ER-129(1) and ER-191(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: November 15, 1965

Conditions noted on above date:

None

RECEIVED
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

cc: Mr. H. S. Cox

1-11-66
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
[illegible] - 1965
FOR FILING
ER-129(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date [illegible] By [illegible]
Title
U.S. Bureau of Public Roads

Project Name Thirtymile Cr.-Dyer Cr. Section and Hilgard-Lower Perry Section
Date July 16, 1965
Highway John Day and Old Oregon Trail
Contract No. 6637
County Gilliam and Union
Prefix 31-1058 ER-129(1)
Contractor McWaters Construction Co.
F. A. Project No. ER-191(1)
Address Boise, Idaho
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

(Work has not began.)

Location by station numbers:

Thirtymile Cr. - Dyer Cr. Section MP 45.08 to MP 48.87

Hilgard-Lower Perry Section MP 253.12 to MP 257.20

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor (Flagging, State share)	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra work as specified in Standard Specifications.
Funds included in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 14,816.25
Present estimate of project cost, including $ 200.00 for work under this order	$ 14,816.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. C. Ferguson
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson
Division Engineer

Approved /s/ L. H. Young
XX Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing 4,000 6-11-65

RECEIVED
JUL 23 1965

Form CD-111
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: ER-129(1)
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 16, 1965

In reply refer to: 08-35.2-EC

6637 R.W. Parsons

FROM: R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects ER-129(1) and ER-191(1)
Thirtymile Creek-Dyer Creek and Hilgard-Lower Perry Section
Guard Rail

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 6, 1965 in the award of contract No. 6637 to McWaters Construction Co., of Boise, Idaho, low bidder in the amount of $12,970.00 at the June 29, 1965 bid opening.

REFERRED TO
Young 7-20 65
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-120

RECEIVED
JUL 12 1965
FOR FILING
ER-1291(1)
6637

COMMISSION
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. FRIDLEY, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

McWaters Construction Company
P. O. Box 1607
Boise, Idaho 83701

Gentlemen:

The State Highway Commission on July 8, 1965, awarded to you State Highway Contract No. 6637 for the following project:

Guardrail on the Thirtymile Creek-Dyer Creek and Hilgard-Lower Perry Sections of the John Day and Old Oregon Trail Highways.

This award was based on your bid of $12,970.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
P. G. Savage (JTC)

RECEIVED
JUN 11 1965

Form PO-1a1 (11-53) (Prof. by A.O. 406-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-129(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1965

In reply refer to: 08-35.2-DA

6637

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects ER-129(1) and ER-191(1)
Thirtymile Cr.-Dyer Cr. and
Hilgard-Lower Perry Sections
Guard Rail

P. S. & E. documents for portions of the subject projects have been reviewed and are hereby approved. You are authorized to advertise the project for bids. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the projects with no utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's June 3 and June 2, 1965 reports.

Mr. Young's June 3, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

RECEIVED
JUN 8 1965
OFFICE OF

Return to Young w/cncl. 6-10-65 copies to Litchfield & Moehring 6-10-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

18-8332 Olene-Bly Sec. of Klamath Falls-Lakeview Hwy. 1965

#6638

RECEIVED
DEC 1 - 1965
FOR FILING

18-8332

6638

November 30, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6638 awarded to Jed Wilson and Son for rock production on the Olene-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County was completed on September 28, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $2,369.00 will be released to the contractor after December 7, 1965. The total contract amount is $50,113.77 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING

18-P333
6658

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1965, on Contract No. 6638. The contract was with Jed Wilson and Son and was for rock production on the Olene-Sky Section of the Klamath Falls-Lakeview Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Olene-Bly		WEEK ENDING: October 22, 1965
		SECTION PREFIX: 18-8332
HIGHWAY: Klamath Falls-Lakeview		COUNTY: Klamath
NAME OF JOB: Olene-Bly	KIND OF WORK: Rock Production	
CONTRACTOR: Jed Wilson & Son	CONTRACT NUMBER: 6638	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1965	DATE WORK STARTED: August 16, 1965	ESTIMATED COMPLETION DATE: September 28, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: -	CALENDAR DAYS USED: -
PROJECT AUTHORIZATION: $ 54,427.50	SPECIFIED COMPLETION DATE: December 15, 1965	PERCENT OF TIME ELAPSED: 53
EXCLUSIVE OF ENGINEERING: $ 50,557.10	ENGINEERING AUTHORIZATION: $ 3,870.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,113.77	ENGINEERING COST TO DATE: $ 3,274.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 85 %	DATE PROJECT WAS COMPLETED: September 28, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
-	-	-	-	-	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			40.7		
MILES PARTIALLY COMPLETED			40.7		
MILES COMPLETED			40.7		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 c.y.		
TOTAL QUANTITIES CORRECTED TO DATE			12,693.85 c.y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,693.85 c.y.		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			PROJECT COMPLETED		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	-	0	
MONDAY	Pt. Cloudy-Cool	-	0	
TUESDAY	Clear	-	0	
WEDNESDAY	Clear	-	0	
THURSDAY	Clear	-	0	
FRIDAY	Clear	-	0	
SATURDAY				

RECEIVED
OCT 25 1965
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final estimate with supporting completed this week and being submitted to division engineer.

PROJECT COMPLETED - FINAL REPORT.

SIGNED H. Reid Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

FORM E-158

RECEIVED
JUL 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD OLIVER, SECRETARY, SALEM

18-8332

66 54

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

July 8, 1965

Jed Wilson and Son
P. O. Box 217
Lapine, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, awarded to you State Highway Contract No. 6598 for the following project:

Chiloquin-Bly Section of the Klamath Falls-Lakeview Highway east of Klamath Falls.

This award was based on your bid of $47,380.00 which was submitted to the Commission on June 29, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

322-1719 Harrisburg (O'Hara Ave.) 1965
Sec. (Grad. & Pav.)
#6639

Sp. St. Tax Street Fund 39

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87417

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-21-66	66-999		320-1710-005

RECEIVED
RICHARD UNREIN

City of Harrisburg
City Hall
Harrisburg, Oregon
Attn: Leon Burton, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special City Allotment project on [illegible] Avenue, Contract [illegible]. Covered by agreement dated January ? , 19[illegible] (signed by [illegible] 5).			
City's advance deposit			2,500.00
As per attached statement:			
Final Cost		[illegible]	
Speed State share		[illegible]	
			3,3[illegible]
Balance due			[illegible]

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt [illegible]

By _____

NOTED
H. S. COX

NOTED
DON H[illegible]

FILES

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 18, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year: 1965

Contract # 6639 Prefix 322-1719 Survey Prefix 322-1485

Street O'Hara Avenue

City Harrisburg

Payments to Contractor .....(See attached voucher)...	$ 20,818.93
Engineering and Contingencies...	2,380.95
*Survey....(Total = $1,309.38)..City's pro rata share..	180.60
TOTAL.....	$ 23,380.48
Agreed State Share	20,000.00
Agreed City Share	$ 3,380.48
City Advance Deposit	$ 2,500.00
BALANCE DUE STATE...	$ 880.48

Reference: Outside Billing cc-999

$$*\frac{\text{Construction costs over \$20,000} = \$\ 3,199.88}{\text{Construction costs} = \$23,199.88} \times \$1,309.38 = \$180.60$$

City share of preliminary engineering = $180.60

NOTED
RU: RICHARD UNREIN

NOTED
DON HARWELL

files

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 18, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year: 1965

Contract # 6639 Prefix 322-1719 Survey Prefix 322-1485

Street O'Hara Avenue

City Harrisburg

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Engineering and Contingencies...	2,380.95
*Survey....(Total = $1,309.38)...City's pro rata share...	180.60
TOTAL.....	$ 23,380.48
Agreed State Share	20,000.00
Agreed City Share	$ 3,380.48
City Advance Deposit	$ 2,500.00
BALANCE DUE STATE...	$ 880.48

Reference: Outside Billing cc-999

$$*\frac{\text{Construction costs over \$20,000} = \$\ 3,199.88}{\text{Construction costs} = \$23,199.88} \times \$1,309.38 = \$180.60$$

City share of preliminary engineering = $180.60

NOTED
RU:RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
LINN	6639	3 Fi

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
HARRISBURG /OHARA AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
001	CLEARING AND GRUBBING		LUMP SUM	350.0000	1.
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.1500	3,162.
003	FINISHING ROADBED AND	SLOPES	LUMP SUM	350.0000	1.
004	TRENCH EXCAVATION		CU YDS	4.5000	9.
005	WATERING		M GALS	4.0000	70.
006	3/4 IN-0 MATERIAL IN BASE		CU YDS	3.1000	495.
007	STONE BASE		CU YDS	2.1500	2,445.
008	CLASS B ASPHALT CONCRETE		TONS	3,000.0	756.
009	12" C.M. CULVERT PIPE		LIN FT	2.3000	369.
010	18" C.M. CULVERT PIPE		LIN FT	3.0500	40.
011	ADJUSTING MANHOLES		ONLY	75.0000	4.
012	EXTRA FOR AC CONC	APPROACHES	ONLY	30.0000	11.
	FORCE ACCOUNT ITEMS				
001 F	FLAGGING				
002 F	GRADING & PAVING				
003 F	GRADING & PAVING				

DATE 10/5/65 6639	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 6313	0 % RETAINED ON CONTRACT ITEMS
CHECKED BY GP/vh	FORCE ACCOUNT
COMPTROLLER OR AUDITOR L. L. MacIntyre	TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6639	3 Final	
	FEDERAL AID PROJECT NO.		322-1719-201 (41) 19.16 Dr. 322-1719-204 (41) 971.58 Dr.

A AVE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MP SUM	350.0000	1.000	350.00	350.00	
U YDS	1.1000	3,162.000	3,478.20	3,493.60	15.40-
MP SUM	350.0000	1.000	350.00	350.00	
U YDS	4.0000	9.740	42.93	42.93	
CALS	4.0000	70.830	283.32	245.76	34.56
U YDS	3.0000	498.000	1,534.50	1,534.50	
U YDS	2.0000	2,443.000	6,968.25	6,968.25	
NS	3.0000	216.133	6,054.20	6,054.20	
N FT	2.1000	369.000	848.70	848.70	
N FT	6.0000	40.000	234.00	234.00	
LY	25.0000	4.000	100.00	100.00	
LY	30.0000	11.000	330.00	330.00	
			73.74	75.74	
			97.45	97.45	
			74.64	74.64	

TOTAL CONTRACT ITEMS	20,571.10	20,[illegible]1.68	[illegible]
0 % RETAINED ON CONTRACT ITEMS		971.58	971.58
FORCE ACCOUNT	247.33	247.33	
TOTAL PAYMENTS	19,847.93	19,[illegible]3.19	940.74

RECEIVED
OCT 15 1965
FOR FILING

322-1719

6639

October 15, 1963

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6639 awarded to Morse Bros., Inc., for grading and paving on O'Hara Avenue in the city of Harrisburg in Linn County was completed on September 1, 1965, and accepted by the Highway Commission on October 13, 1965.

Final payment in the amount of $990.74 will be released to the contractor after October 22, 1965. The total contract amount is $20,818.93 including $247.83 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Morse Bros., Inc.
P.O. Box 266
Lebanon, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 13 1965

322-1719
6629

October 13, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1965, on Contract No. 6629. The contract was with Morse Bros., Inc. and was for grading and paving on O'Hara Avenue in the city of Harrisburg in Linn County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 13, 1965, and that you concur in this procedure at the Commission meeting on November 4.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. B. Morgan
C. H. Hainen
R. D. Asberry

bg

SCA

RECEIVED
OCT - 5 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Harrisburg (O'Hara Avenue) Contract No. 6639

Highway City Street Prefix No. 322-1719

County Linn F. A. No. State

Final inspection made on 9-13-65 (date) by Gerald Wimer

in company with Resident Engineer L. L. MacIntyre, L. A. Huston Harrisburg Superintendent of Public Works

NOTED
~~P. B. Arensmeier~~

Dick

CHECK LIST

Date		Date	
9-14-65	Construction signs removed.	Never Closed	Opened to traffic.
Was Done	Salem Office notified to rescind construction speed zone.	All field tests pass or have been explained	Division materials certification submitted. on tabulation submitted by Resident Engineer with semi-finals. ~~Asphalt is also acceptable.~~
9-1-65	Contractor removed equipment from project.		
9-1-65	Roadside cleanup completed.		

NOTED
H. S. COX

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Appearance and workmanship all good. Project acceptable to city as indicated in attached letter. All extra work items completed and bills submitted. No claims anticipated. Job may be closed as soon as semi-final processed and Resident Engineers Se September payroll and equipment rental is processed through Accounting Division.

All contract work on this project has been completed and recommendation is made for acceptance on 9-1-65 (date). The semi-final estimate will be submitted about 9-14-65 (date).

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~Maintenance Engineer~~
Resident Engineer L. L. MacIntyre
~~District Maintenance Supv.~~
~~Auditor~~
County-City Engineer H. S. Cox ✓

L. A. Huston
(signed)

Assistant Division Engr.
(title)

SCA
1965

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
LEON HUSTON
FIRE CHIEF,
PAUL KRAFT, JR.

City of Harrisburg

HARRISBURG, OREGON

MAYOR, G. C. GILBERT
COUNCILMEN
DR. A. D. BELL
VERNON VIIG
ROY RUTHERFORD
MAX SMITH
ROY WILCOX
CLAUDE PEARCE

September 13 1965

NOTED
DON HARWELL

RECEIVED
OCT - 5 1965
UNIT ENGINEER & CITY DIVISION

RECEIVED
SEP 14 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Gerald Wimer
Assistant Division Engineer
Division 11
State of Oregon
Highway Department
Salem, Oregon.

Gentlemen:

This letter does certify that the City of Harrisburg is satisfied with the O'Hara avenue project recently completed.

It is the opinion of the City that the contracter and the State Highway Department did an excellent job on this project and are to be commended for thier cooperation and workmanship.

The City therefor does release the contractor and State Highway Department of any future obligation.

Very truly yours,
Leon Huston
Leon Huston
Superintendent of Public Works.

CC: Constr.
County: City
Office Engr.
9-14-65

NOTED
R. D. ASBURRY

NOTED
J. G. CANFIELD

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Harrisburg (O'Hara Ave.)	SECTION: Harrisburg (O'Hara Ave.)	WEEK ENDING: Sept. 10th, 1965
		SECTION PREFIX: 322 - 1719
	HIGHWAY: City Street	COUNTY: Linn
	KIND OF WORK: Grading & Paving	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 6639	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 7th, 1965	DATE WORK STARTED: August 2nd, 1965	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 57	CALENDAR DAYS USED 57
	SPECIFIED COMPLETION DATE: Sept. 1st, 1965	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION $ 22,507.42	ENGINEERING AUTHORIZATION $ 1,600.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 20,906.90	ENGINEERING COST TO DATE $ 1,921.69	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 20,803.77	PERCENT OF AUTHORIZATION 120%	DATE PROJECT WAS COMPLETED: Sept. 1st, 1965
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED	0.25	0.25			0.25
MILES COMPLETED	0.25	0.25			0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,500 CY	2,570 CY			840 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,176	2,940			757
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,176	2,940			757
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear and warm			Project completed.
MONDAY	Clear and warm			Project completed.
TUESDAY	Clear and warm			Project completed.
WEDNESDAY	Clear and warm			Project completed.
THURSDAY	Cloudy & warm			Project completed.
FRIDAY	Cloudy & warm			Project completed.
SATURDAY	Cloudy & warm			Project completed.

Routing
Perso
Worked
Cost

RECEIVED

BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work, project completed.
MONDAY	No work, project completed.
TUESDAY	No work, project completed.
WEDNESDAY	No work, project completed.
THURSDAY	No work, project completed.
FRIDAY	No work, project completed.
SATURDAY	No work, project completed.

REMARKS

THIS IS THE FINAL REPORT.

SIGNED A. H. McIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

SCA

July 8, 1965

NOTED
HARWELL

Mr. Leon Huston
City Recorder
City Hall
Harrisburg, Oregon

Special City Allotment Project

Dear Mr. Huston:

Receipt of your check in the amount of $2,500 as the City of Harrisburg's estimated share of the cost on the O'Hara Avenue project is acknowledged. Your prompt action is very much appreciated.

A copy of the contract and plans will be forwarded to you in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

RECEIVED
AUG 13 1965
FOR FILING

6639

Please return to
Ivan

July 8, 1965

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Placed on agenda

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for grading and paving on the Harrisburg (O'Hara Avenue) Section in Linn County for the sum of $19,431.60 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer July 7, 1965, awarded you the project, which has been assigned Contract No. 6639.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

jf

RECEIVED
JUN 1 - 1965
FOR FILING

322-1719

6639

Salem, Oregon
May 26, 1965

Special City Allotment Project
O'Hara Avenue
City of Harrisburg

Mr. H. S. Cox
County & City Engineer
B U I L D I N G

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of an agreement with the City of Harrisburg covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Harrisburg.

Secretary

lm
Attach: 1

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FEB 18 1965
FOR FILING

2-17-65

322-1719

6639

Prefix No. 322-1485

LOCATION PROSPECTUS
O'HARA AVENUE SECTION
HARRISBURG CITY STREET
LINN COUNTY

HIGHWAY: This is a city street within the corporate limits of the city of Harrisburg in Linn County.

TERMINI: The northerly end of the project is at the intersection of the centerline of O'Hara Avenue in the city of Harrisburg with the northerly corporate limits of said city (M.P. 0.80 FAS 774). The southerly end of the project is at the intersection of centerlines of O'Hara Avenue and Seventh Street in said city.

LENGTH: 0.27 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for reconstructing the existing street to an adequate standard of two lanes with shoulders paved with asphaltic concrete. The route follows the existing facility. Reconnaissance is not necessary. Routine soils investigations will be conducted. An economic analysis is not required. There is no need to tie this project to the Lambert Grid System.

CHARACTERISTICS: Existing ADT is 600 and the projected ADT is 900. There will be no rise and fall to be considered.

STANDARDS: This will be a Class "D" Highway standards. The horizontal alignment will be tangent. The vertical alignment will be very nearly tangent and level.

TYPICAL SECTION: Two-lane highway consisting of two 11-foot travel ways. Shoulders will be four feet wide and paved with 1-1/2 inches of asphaltic concrete.

DRAINAGE: There are no major stream crossings. There is one cross pipe located approximately 215 feet northerly from the southerly terminus.

ACCESS: This will be a two-lane highway type street providing direct access to the pavement. Access will be controlled by city regulations.

BASE: Tentative design for construction:

Paving	3" A.C.
Top Course Base	2" Level
Bottom Course Base	10" Coarse Base
Total Depth	15"

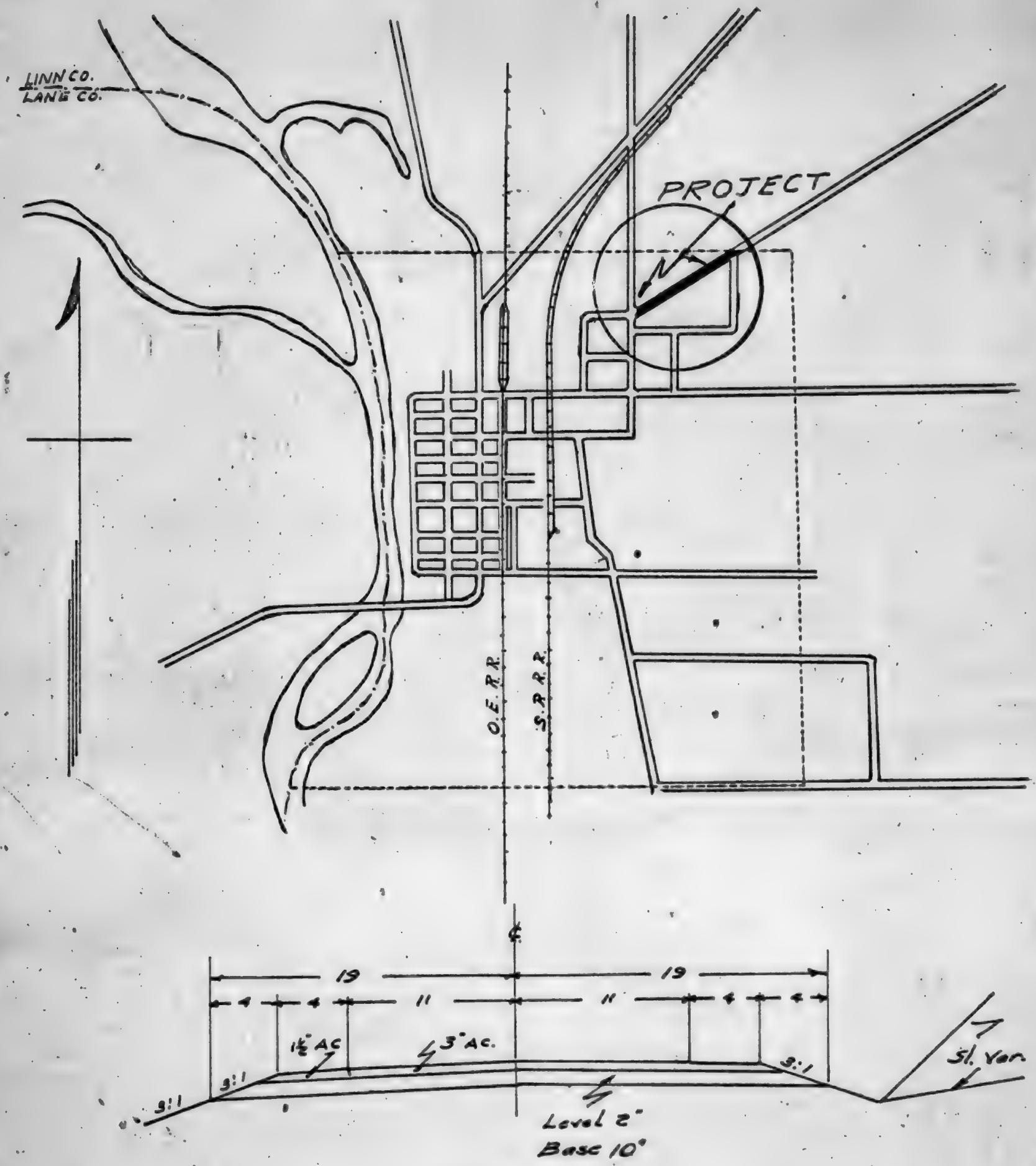
MATERIAL SOURCE: All material can be acquired from local commercial sources.

RAILROAD CROSSINGS: There are no railroad crossings within the limits of the project.

AGREEMENTS: The right of way is acquired for the project as planned and no additional agreements will be necessary. There may be routine utility adjustments.

STATE PARKS OR ROADSIDE REST AREAS: There are no State parks or roadside rest areas affected by this location.

February 17, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP
O'HARA AVE.
CITY OF HARRISBURG, OREGON
LINN COUNTY

Apr 1965

January 28, 1965

Mr. Leon Huston
City Recorder
City Hall
Harrisburg, Oregon

NOTED
DON HARWELL

Dear Mr. Huston:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on O'Hara Avenue from the north city limits to 7th Street, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs of the project in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by
R M Allen
for
H. S. Cox
County and City Engineer

RMA:eb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

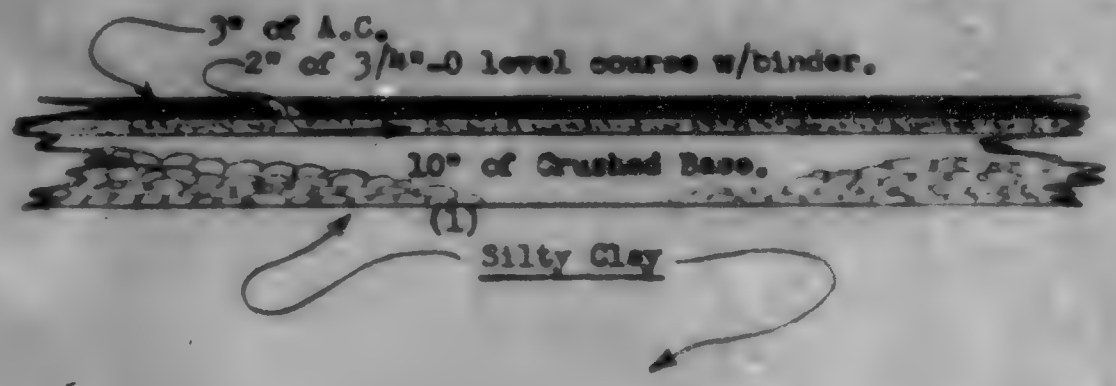
Section O'HARA AVENUE Highway CITY OF HARRISBURG County LINN Prefix

Res. Engr. _____ Approx. Length 0.26± Miles. Sta. _____ to Sta. _____ Date 12-10-54

Truck A.D.T. 19 Traffic Coefficient 6.6 18 kip s.a. per day 13.8.

Annual Precipitation 38"± Frost Penetration - - - - - -.

(1)
Typical Soil
39 LL
13 PI
99 %P 10
91 %P200
1 %Gravel
3 %C Sand
5 %F Sand
55 %Silt
36 %Clay
29 "R" Value
(Corrected)



CBR Total Req.	CBR Thick.	Actual Thick.	
	3	3	AC
	2	2	Level
	10	10	Cr Base
18	18	15	

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
[illegible]

cc:
[redacted].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by [signature] Staff Assistant Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst Construction Engineer Approved by [signature] Asst. State Highway Engineer

SECTION: O'KARA AVENUE

HIGHWAY: HARRISBURG CITY STREET

COUNTY: LINN

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 500 (Total)

B. Future ADT 1000 (Total)

C. Mean ADT 750 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 750 = 19

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 19 x (H) 100 % = 19

TRAFFIC COEFFICIENT = K (I) $^{0.119}$ ^{9}

where K = 4.66

= 6.6

SECTION: O'HARA AVENUE

HIGHWAY: HARRISBURG CITY STREET

COUNTY: LIME

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
No cost comparison made as this is a short (0.26± mi.) section and the City of Harrisburg prefers A.C.

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
LEON HUSTON
CHIEF OF POLICE,
E. G. MCPHEE
FIRE CHIEF,
PAUL KRAFT, JR.

City of Harrisburg

HARRISBURG, OREGON

December 3 1964

MAYOR, PAUL PURVIS
COUNCILMEN
PAUL KRAFT, SR.
ROY RUTHERFORD
DR. A. D. BELL
VERNON VIIG
W. T. McCALLA
MAX SMITH

NOTED
DON HARWELL

RECEIVED
DEC 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLISON

NOTED
H. S. COX

State of Oregon
Department of State Highways
Salem, Oregon.

NOTED
R. H. PRANGE

P. B. Arensmeier

Att. Mr. R. M. Allison

Dear Mr. Allison,

This is to advise you that the City Council met on December 3, 1964 to discuss your letter of December first regarding the improvement of O'Hara Avenue.

It was their unanimous decision that the City of Harrisburg would be willing to pay all expenses in excess of $20,000.00 On this project.

Yours truly
Leon Huston
Leon Huston
Recorder
City of Harrisburg.

NOTED
[illegible]ONES

2-18-64

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Harrisburg is an incorporated city of the State of Oregon and has a population of 939 as given by the latest official census; and

WHEREAS, the following streets of said city,

O'Hara Avenue from Seventh to ninth Streets .

RECEIVED
FEB 21 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Harrisburg does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Leon A. Huston as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of February, 19 64

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Harrisburg at a regular or special meeting of said Council, held on the 18th day of February, 19 64 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th day of February, 19 64

Leon Huston
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 5

U.S. 20

ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HARRISBURG

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 939

Scale in Feet

March 1, 1961

S-544(1) Saginaw Br. over Coast Fork 1965
Will. R. on Saginaw-East Rd.
#6640 N. of Cottage Grove

CBA 2846

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88706

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-23-66	CC 1037		520-1019-297 Contract 6640

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Saginaw Bridge FAS 8-3, covered by an agreement dated 1-20-65.			
County advance deposit		30,500.00	
Less amount previously transferred		20,500.00	
Balance advance deposit			10,000.00
County share construction cost		26,935.81	
Less amount previously transferred		20,500.00	
			6,435.81
To be refunded			3,564.19

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

RECEIVED
JAN 14 1966
FOR FILING
S-544(1)
6640

OREGON STATE HIGHWAY DEPARTMENT

January 12, 1966

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer (No.)	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. S-544(1), Saginaw Bridge (Br. #14782 A), Contract No. 6640, Prefix 520-1019, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by January 31, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ed

RECEIVED
JAN 11 1966
FOR FILING

S-544 (1)

6640

January 11, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6640 awarded to Hamilton Construction Company for the Saginaw Bridge on the Saginaw-East Road (FAS 863) in Lane County was completed on November 24, 1965, and accepted by the Highway Commission on January 10, 1966.

Final payment in the amount of $4,079.50 will be released to the contractor after January 18, 1966. The total contract amount is $136,137.17 including $153.68 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hamilton Construction Company
Box 1376
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1966
FOR FILING

S-544 (1)

6640

January 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 24, 1965, on Contract No. 6640. The contract was with Hamilton Construction Company and was for construction of the Saginaw Bridge on FAS Route 963 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
8-122

PROJECT REPORT NO.
4

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-10-65

STATE: Oregon

COUNTY: Lane

PROJECT NO.: S-544(1)

6640

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.0 Mi. N. of Cottage Grove Saginaw

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.0585
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 149,185.00	$ 94,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: L. R. Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. S-544(1)

SAGINAW BRIDGE ON COUNTY ROAD

ROUTE #61 IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1965

Term Code 3061
Structure (Sta. 104+34 to Sta. 107+93) (Contract No. 6610)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	110 cu. yd.	6.00	660.00
Structural Excavation Below Elevation Shown	10 cu. yd.	8.00	80.00
Furnish 10 HP 42 Steel Piling	2,170 lin. ft.	4.50	9,765.00
Drive Steel Piles	54 only	50.00	2,700.00
Splice Steel Piles	14 only	40.00	560.00
Class "S" Concrete (765 cu. yd.)	All Required		55,000.00
40° to 45° Type 3 Prestressed Beams	5 only	650.00	3,250.00
50° to 55° Type 3 Prestressed Beams	5 only	800.00	4,000.00
70° to 75° Type 3 Prestressed Beams	18 only	1,200.00	21,600.00
Metal Reinforcement (116,500 lbs.)	All Required		13,000.00
Metal Parapet Railing, Single Pipe	616 lin. ft.	5.50	3,388.00
Pedestrian Handrail	300 lin. ft.	15.00	4,500.00
	Subtotal		$135,603.00
	10% Engr. & Cont.		13,562.00
		Total	$149,165.00

Length of Structure - - - - - - - - - - 0.0585 mile

Federal Funds -	$ 94,000.00
State Funds -	27,592.50
County Funds -	27,592.50
	$149,185.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

August 3, 1965

NOTED
DON HARWELL

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $30,500 for the Saginaw Bridge Section of FAS 863. Contract No. 6640 has been awarded to Hamilton Construction Company of Eugene.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

V.R.J. by RHP
Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

cc: G. K. Attig

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85135

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-15-65	CC 949		520-1019-097

RECEIVED
JUL 15 1965
ENGINEER
COUNTY & CITY DIVISION

Lane County
Courthouse
Eugene, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			30,500.00
Partial transfer of advance deposit for the Saginaw Bridge, FAS 863 Covered by agreement dated 1-20-65			20,500.00
To be retained			10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Check Received with Request: $ _____

By _____

Kerne
See John
Herr on
This
Orm

Jan 863

NOTED
DON HARWELL

June 30, 1965

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On June 29, a satisfactory bid was received from the Hamilton Construction Company of Eugene for constructing the Saginaw Bridge Section of FAS 863. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$135,623.00
12-1/2% Engineering & Contingencies	16,952.88
Estimated Total Cost.....	$152,575.88

County Advance Deposit:
20% of $152,575.88 = $30,515.18 or say $30,500.00

Please make this advance deposit in the amount of $30,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

RECEIVED
JUL 23 1965
FOR FILING
S-544(1)
6640

July 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 14, 1965, on Contract No. 6640, Saginaw Bridge Section, in Lane County, in connection with Federal-Aid Project No. S-544(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ia

RECEIVED
AUG 13 1965
FOR FILING

S-544 (1)

6640

July 8, 1965

Hamilton Construction Company
P O Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for the Saginaw Bridge over the Coast Fork Willamette River on the Saginaw-East Road in Lane County for the sum of $135,623 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer on July 7, 1965, awarded you the project, which has been assigned Contract No. 6640.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhs

cc Pac. Bldr & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L H Young
R G Savage (SIAC)
I D Merchant

Form A-120

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED
H. S. COX

Section Saginaw Bridge Bridge No. 14782A
Highway Saginaw - East Road - FAS 863
County Lane
Kind of Work Structure
Contractor Hamilton Construction Company, Box 1376, Eugene, Oregon
Specified Work Days Completion by December 31, 1965

Contract No. 6640 (Br)
F. A. Project No. S-544(1)
Job Prefix 520-1019
Date of Award July 7, 1965
Division Engineer L.R. Chandler
Resident Engineer Ellis Jones

CONSTRUCTION AUTHORIZATION

NOTED
P. B. Arensmeier

Contract amount	$135,623.00
Additional anticipated items:	
	$
	-0-
Subtotal	$135,623.00
Contingencies (4½%)	6,103.04
Construction Engineering (8%)	10,849.84
Subtotal	$152,575.88
Credit for maintenance rock	
Total original construction authorization	$152,575.88

RECEIVED
JUL 12 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NONE

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

NOTED
G. D. ANDERSON

NOTED
R. H. PRAHL

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
JUL 2 - 1965
FOR FILING

S-544(1)

6640

Salem, Oregon
July 1, 1965

MISC. CONTRACTS and AGREEMENTS No. 2846

Mr. H. S. Cox
County & City Engineer
B u i l d i n g

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Construction-Finance Agreement
Saginaw Bridge over Coast Fork
Willamette River
S-544(1), FAS 863
Lane County

Attached is a partially signed copy of a construction-finance agreement with Lane County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Lane County Court.

Secretary

rn
Attach: 1

COMMISSIONERS:
HERMAN P. NEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD M. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

NOTED
DON HARWELL

TO		NOTED
✓	DIRECTOR	
	ASS'T. TO DIRECTOR	✓
	OFFICE MANAGER	
	PRINCIPAL ENGINEER	
	SUBDIVISION ENGINEER	
	DESIGN ENGINEER	
	HIGHWAY SUPT.	
	FILE	

RECEIVED
JUN 21 1965
LANE CO. DEPT.
OF PUBLIC WORKS

June 17, 1965

Mr. John Clay
Assistant Director
Highway Division
Lane County Public Works
1820 Roosevelt Boulevard
Eugene, Oregon

Dear Mr. Clay:

Reference is made to your telephone conversation with Mr. Roy Sams of our staff on June 15, 1965. At that time, you outlined your department's proposed bridge replacement project on the Coast Fork Willamette River.

According to our information, you are removing an old covered bridge, spanning the Coast Fork, on old Highway 99 about two miles north of the town of Cottage Grove. It is to be replaced by a bridge 309 feet long, with abutment elevations of 616.19 and 615.03 which are 7.31 and 6.15 feet, respectively, above the December 1964 flood elevations. The bridge will have two concrete pile bents located in the stream. You stated that bids for the construction would be let on June 29 and that the completion date is October 1, 1965.

We have investigated the proposed work and have no objection to the project as long as it is conducted in a careful conscientious manner. In this regard, we request that the use of equipment in the stream bed be held to a minimum in order to prevent undue siltation. We wish to point out that if underwater blasting is found to be necessary, a permit must be obtained from this agency.

In the future, we would appreciate receiving the plans for proposed work at least two weeks prior to the time you need an answer.

Sincerely,

Robert W. Schoning

ROBERT W. SCHONING
STATE FISHERIES DIRECTOR

cc: Bureau of Commercial Fisheries
Oregon State Game Commission

RECEIVED
JUN 23 1965
ENGINEER
COUNTY & CITY DIVISION

8. 6/29/65 (as of 6/11

June 15, 1965
(date)

RECEIVED
JUN 16 1965
LANE CO. DEPT.
OF PUBLIC WORKS

NOTED
H. S. COX

TO		NOTED
✓	DIRECTOR	
	ASS'T. TO DIRECTOR	✓
	[illegible] MANAGER	
	PRINCIPAL [illegible]	
	[illegible]	
	DESIGN ENGINEER	
	[illegible]	
	FILE	

NOTED
P. B. Arensmeier

Mr. G. K. Attig
~~Dir~~ector of Public Works
Lane County Road Department
P. O. Box 3156
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records. Prompt reply is requested as this is for 6/29/65 letting.

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Highway FAS 863

Section Saginaw (Coast Fork Willamette River) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☐

If answer is yes, please list organizations:

RECEIVED
JUN 21 1965
ENGINEER
COUNTY & CITY DIVISION

June 18, 1965
(date)

By Enoch A Evitt

By _____
Commissioner

By Kenneth Nielsen
Commissioner

cc: L. H. Young

R. N. CHASE
MEMO TO ~~XXXXXXXX~~

Date: May 28, 1965

FAS 863, LANE COUNTY - Coast Fork Willamette River (Saginaw) Bridge

TERMINI: Bridge over Coast Fork Willamette River 2.0 miles north of Cottage Grove.

PROPOSED WORK: Construct RCDG bridge.

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

PROJECT LENGTH: 0.059 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$150,000	$90,000	$30,000	$30,000	(County)

EXISTING FACILITIES: Covered timber truss bridge 355' long and 19'3" wide. Bridge is understrength and too narrow for the heavy log traffic using it.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 24' Bituminous surface and one 8' shoulder, one 10' shoulder.

~~SOUTH~~/WEST END: 24' Bituminous surface and one 8' shoulder, one 10' shoulder

PROJECT DATA: Construct a 309' long reinforced concrete bridge 32' wide. There will be a 5' sidewalk on the northerly side. Adjacent alignment is tangent. The County is constructing the approach fills.

RIGHT OF WAY: 60' minimum
ACCESS CONTROL: None

RR XING: 1 track grade crossing 0.1 mile from the west end of the bridge.
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None
PUBLIC HEARING: None

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Crosses flat river bottomland. Serves two sawmills, several farms and small community of Saginaw. Log hauling and farm to market route. Mail and school bus route.

NOTED
V. R. JONES

VRJ:eb

RECEIVED
JUN 23 1965
FOR FILING

S-544(1)

6640

May 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 930, Project No. S-544(1), Coast Fork Willamette River (Saginaw) Bridge, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R N Chase

for L. H. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21-

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)
CARD 2	1	Co.Rd. 2.0 Mi. N. of Cottage Grove (Saginaw)	ADT	840	1,680	85

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)
CARD 3	One RCDG Bridge							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	Secondary	Lan
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 863

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (16)	PROJECT CODE 81	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)* (54)(58)	MILES (59) (66)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (67) (76)	FEDERAL FUNDS
1							Co.Rd. approx. 2.0 mi. N. of Cottage Grove. (Coast Fork Willamette River (Saginaw) Bridge)			
5					PE					
5					ROW					
5					CONST (CODE)			0.06	150,000	90,000
							PROJECT TOTALS	0.06	150,000	90,000

CARD 1	CODE 1	PREPARED BY	(16) (23)(24) (33)
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
inaw)		840	1,680	85	08	Oregon	35	022	930

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST NI.	DESIG.
					S	544(1)			

COUNTY NAME: Lane — CODE: 039

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 863 — STATE: Co.Rd. — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One RCDG Bridge, length 309', H.C. 32'
					ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
0.06	150,000	90,000	30,000	30,000 (County)	
0.06	150,000	90,000	30,000	30,000 (County)	

REMARKS

Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

COAST FORK WILLAMETTE RIVER (SAGINAW) BRIDGE

PROJECT NO. S-544(1)

Existing Facilities

Covered timber truss bridge 355' long and 19'3" wide. Bridge is understrength and too narrow for the heavy log traffic using it.

Adjacent Sections

East End: 24' bituminous surface and one 8' shoulder, one 10' shoulder.

West End: 24' bituminous surface and one 8' shoulder, one 10' shoulder.

Project Data

Construct a 309' long reinforced concrete bridge 32' wide. There will be a 5' sidewalk on the northerly side. Adjacent alignment is tangent. The County is constructing the approach fills.

Due to heavy log hauling traffic across the structure it is desirable to have a horizontal clearance of 32' (travelway plus shoulders). There is considerable pedestrian traffic across the structure and in the interest of public safety a sidewalk is desirable.

Right of Way: 60' minimum
Access Control: None

RR Xing: 1 track grade crossing of Southern Pacific RR 0.1 mile from the west end of the bridge.
Minimum Design Standards: No exceptions

System Action: None
Public Hearing: None

Unusual or Complicated Situations: None

Route Data

Crosses flat river bottomland. Serves two sawmills, several farms and small community of Saginaw. Log hauling and farm to market route. Mail and school bus route.

LANE COUNTY
PROPOSED PROJECT (1966 FAS-C Funds)

FAS 863, Saginaw East County Road, Coast Fork Willamette River Bridge, $135,000.

The County proposed to replace the existing 355 foot covered timber truss bridge on the same alignment. The County will provide and maintain a detour and will remove the old bridge. The County will also construct the approaches and has furnished a vicinity map.

65-C
4/5/65

HIWAY COMMISSION
APPROVED ON
APR 20 1965

S-534(1)	Reierson Br. Sec. on Lower Nehalem R. Rd. (Struc. & Grad.)	1965
#6641		

C&H 2845

RECEIVED
APR 5 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File # 4290
FILED
APR 3 1967
CLAY MYERS
SECRETARY OF STATE

E C=1 (1)
6041

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 3 8 57 PM '67
CLAY MYERS
SECRETARY OF STATE

March 31, 1967

Hutchinson, Schwab & Burdick
Attorneys at Law
1200 Oregon National Building
Portland, Oregon 97205

NOTED ON CARD
wlw

Attention: Mr. Denton G. Burdick, Jr.

Gentlemen:

This will acknowledge receipt of your letter of March 30 and attached Notice of Claim of your client, Mercer Steel Co., Inc., stating that Cumming and Webber, Inc., owes them $1,687 plus interest for labor and materials.

The claim states this is in connection with the Cumming and Webber, Inc., Contract No. 6641 for structure and grade on the Reiersen Bridge of the Lower Nehalem River Road in Clatsop County.

The United Pacific Insurance Company through Mansfield Insurance Agency, 2828 S.W. Corbett, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise us when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Cumming & Webber, Inc.
United Pacific Insurance Co.
Mansfield Insurance Agency
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
APR 4 1967
OREGON
STATE HIGHWAY COMMISSION

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
S. W. SIXTH AVENUE AND ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON

March 30, 1967

CERTIFIED - RETURN RECEIPT REQUESTED

State of Oregon
Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Oregon State Highway Department Contract
#6641 - Cummings & Webber - Rierson Bridge
Lower Nehalem Road

On behalf of our client, Mercer Steel Co., Inc., we enclose a claim against the bond given by United Pacific Insurance Company in connection with the above work.

Will you kindly acknowledge receipt of the enclosure.

Very truly yours,

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB & BURDICK

DGB:mb
Enclosure

cc:- United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401
Attn: Mr. Robert L. Miller
Claim Supervisor

- Mercer Steel Co.
Attn: Mr. Russell Taylor

NOTED
FLOYD QUERY

RECEIVED
MAR 31 1967
OREGON
STATE HIGHWAY COMMISSION

Cc - please handle

TO: STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned, MERCER STEEL CO., INC., has a claim for labor and materials consisting of reinforcing steel and placing furnished to CUMMINGS & WEBBER, INC., by Mercer Steel Co., Inc., in the sum of $1,687.00, plus interest, against the bond taken from Cummings & Webber, Inc., Principal, and UNITED PACIFIC INSURANCE COMPANY, Surety, for the work of Rierson Bridge, Lower Nehalem Road, Oregon State Highway Commission Contract No. 6641.

DATED this 28th day of March, 1967.

MERCER STEEL CO., INC.

By _____
Assistant Secretary

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 90903

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-27-67	CC 1053		~~50-1001~~ Contract 6641 & 534(1)

RECEIVED
MAR 28 1967
H. S. COUNTY & CITY ENGINEER
NOTED DIVISION

Clatsop County
Astoria, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

~~Attn: Clatsop County Board of Commissioners~~

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Youngs River Bridge, FAS 912, covered by agreement dated 6-29-65			
County advance deposit		$5,700.00	
Less amount previously transferred		35,700.00	
			12,000.00
County share of construction		$41,009.48	
Less amount previously transferred		35,700.00	
			5,309.48
			4,690.52

ACKNOWLEDGMENT OF BILLING REQUEST

Amount Due County

Cash Received .....

By .....

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON [illegible]

RECEIVED
FEB 8 - 1967

S-E-4 (1)
6411

February 7, 1967

Mercer Steel Co., Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Russell Taylor
Credit Manager

Gentlemen:

In your letters of February 4 and 6 you request certain information concerning completion payment on Contract Nos. 6451, 6641, and 6731.

Contract 6451 was awarded to Roy L. Houck Sons' Corporation. The contract was completed August 4, 1966, but has not yet been accepted. The semi-final payment voucher is being processed at this time. A guess would be that the project might be accepted within a month.

Contract No. 6641 awarded to Cumming & Webber, Inc., was accepted by the Highway Commission November 1, 1966, and the surety was notified that final payment would be made after November 10, 1966. No retainage is being held at this time.

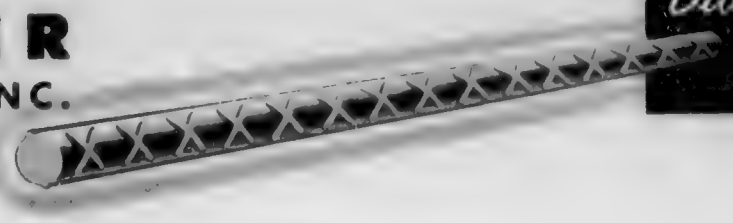
Contract No. 6731 awarded to Cumming & Webber, Inc., was accepted by the Highway Commission on December 8, 1966, and the surety was notified that final payment would be made after December 16. We are still withholding $4,000 pending receipt of bills to be submitted by the railroad.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

MERCER
STEEL CO., INC.



Reinforcing Steel and Building Specialties

Phone 226-2511
7606 N. Wilbur AVE.
PORTLAND 10, OREGON

February 4, 1967

State Highway Commission
State Office Building
Salem, Oregon

Reference: Oregon State Highway Department No. 6641--Relerson Bridge

Gentlemen:

We were the supplier of reinforcing steel to Cummings & Webber, Inc. the general contractor on the subject job. We are interested in this time at knowing the completion status of this job as well as the amount of retainage being held to date.

We are also interested in knowing the acceptance date if the job has been accepted and if the job has not been accepted we are interested in knowing the anticipated date. Your help in this matter will be greatly appreciated.

Thank you.

Sincerely,

RUSSELL TAYLOR
Credit Manager

RT/lkw

RECEIVED
FEB - 7 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

STATE COPY

Monthly construction number 7-9	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-22-66	County Clatsop
Modification number 1		Project number S-534(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 9, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,520	$ 224,351.
Federal funds	$ 140,000.00	$ 142,332.08
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of December, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

RECEIVED
AUG 24 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR-S-534(1)

PROJECT REPORT NO.
4

6641

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-9-65

STATE
Oregon

COUNTY
Clatsop

PROJECT NO.
S-534(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.6 Mi. South of Elsie S. 0.4 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.323
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 223,520.00	$ 140,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal-Aid
Project No. S-534(1)

RELIANCE BRIDGE SECTION ON

FAS ROUTE 912 IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1965

Type Code X081
Reierson Bridge (Str. No. 11240 A)(Sta. 10+66 to Sta. 14+96)(Contract No. 6641)

Removal Work and Provide for Traffic	All Required		$	10,000.00
Shoring and Cribbing, etc.	All Required			12,000.00
Structural Excavation	520 cu.yd.	4.00		2,080.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00		1,000.00
Furnish 10 BP 42# Steel Piling	80 l.ft.	5.00		400.00
Drive Steel Piles	4 only	150.00		600.00
Splice Steel Piles	1 only	50.00		50.00
Class "A" Concrete (1172 cu.yd.)	All Required			75,000.00
Class "B" Concrete	110 cu.yd.	30.00		3,300.00
80' to 85' Type 4 Prestressed Beams	4 only	2500.00		10,000.00
105' to 110' Type 4 Prestressed Beams	14 only	3000.00		42,000.00
Metal Reinforcement (201,300 lbs.)	All Required	27		27,000.00
8-inch Metal Unperforated Drain Pipe Type "A" Coating	30 l.ft.	5.00		150.00
	Subtotal		$	183,580.00
	10% Engr. & Cont.			18,358.00
	Total		$	201,938.00

Type Code 0010
Roadway (Sta. 0+00 to Sta. 17+07)

Clearing and Grubbing	All Required		$	3,000.00
Ditch Excavation, Unclass.	10 cu.yd.	10.00		100.00
General Excavation, Unclass.	9,300 cu.yd.	1.00		9,300.00
Finishing Roadbed and Slopes	All Required			2,000.00
Trench Excavation	40 cu.yd.	5.00		200.00
Watering	90 M-gal.	3.00		270.00
Gravel Blanket	160 cu.yd.	5.00		800.00
Loose Riprap	500 cu.yd.	5.00		2,500.00
12-inch Culvert Pipe	250 l.ft.	5.00		1,250.00
			$	19,420.00

Flagging (57½ of Contractor's Cost)	All Required	200.00
	Subtotal	19,620.00
	10% Engr. & Cont.	1,962.00
	Total	$ 21,582.00

Length of Structure - - - - - - - - - - - 0.081 miles
Length of Roadway - - - - - - - - - - - 0.242 miles
Total Length - - - - - - - - - - - 0.323 miles
Cost of Roadway per mile - - - - - - - - $89,181.82

SUMMARY OF FUNDS

	Structure	Roadway	Total
Federal Funds	$126,400.00	$13,600.00	$140,000.00
State Funds	37,769.00	3,991.00	41,760.00
County Funds	37,769.00	3,991.00	41,760.00
	$201,938.00	$21,582.00	$223,520.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix 504-1001

RECEIVED
NOV 1 - 1966
FOR FILING

6641

November 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1966, on Contract No. 6641. The contract was with Cumming & Webber, Inc. and was for grading work and structure (Nehalem River) on the Reierson Bridge Section of the Lower Nehalem River Road FA3912 in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

bg

RECEIVED
NOV 7 - 1966
FOR FILING

S-534(1)

6641

October 7, 1966

#12

Cumming and Webber, Inc.
600 S.E. 181st Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6641 for work on the Reierson Bridge on FAS 912 in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date to July 26, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. D. Asburry
George Danforth
L. H. Young
I. D. Merchant
C. H. Maisen
Bureau of Public Roads

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AUG 23 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6641 Contractor Cummings & Webber

Highway Lower Nehalem River Road - FAS 912

Section Reierson Bridge

Kind of Work Structure and Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED* The reasons for such recommendation are as follows:

*To and including July 26, 1966. Due to adverse weather, a shutdown order was put on the project December 21, 1965, leaving 10 days of unused time. The shutdown order was rescinded April 6, 1966. Adding to this the 10 days of unused time would be April 16, 1966. As of this date the project was completed with the exception of some minor cleanup work, which in no way affected the traveling public. Final cleanup completed July 26, 1966.

Recommended for Approval:

R C Ashley
Division Engineer

Ivan V Merchant
~~Construction Engineer~~ or Bridge Engineer

F B Kleboe
Assistant State Highway Engineer

Contract No. 6641

Project designation S-534(1) State-Federal

Date awarded July 9, 1965

Work started July 29, 1965

Per cent completed 100% July 26, 1966 Date

Specified Complete Date ~~No. of Workdays Allowed~~ Dec. 31, 1965

Previously extended to ~~No. of Workdays Used~~ ——

Extension requested to ~~No. of Added Workdays Requested~~ 7-26-66

RECEIVED

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
AUG 30 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Commission
Salem, Oregon

Date July 21, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 31 ~~days~~ to April 15 ~~days~~, within which to complete our Contract No. 6611, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Temporary Suspension - - See attached letter.

Respectfully submitted,

Cumming & Webber, Inc.
Contractor

By Lyle M Cumming

CONSENT OF SURETY

Date July 22, 1966

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By (L. W. Neff)
Attorney-in-fact

HANSFIELD & CO.
By
Resident Agent

(SEAL)

RECEIVED
SEP 19 1966
FOR FILING

C-264(1)
6641

September 16, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 12
October 6, 1966 meeting

Gentlemen:

Cummings and Weber, Inc., contractor on the Reiersen (Nehalem River) Bridge on FAS912 in Clatsop County, Contract 6641, has requested that the date of completion be advanced from the specified date of December 31, 1965, to July 26, 1966, without assessment of liquidated damages.

The contractor cites a stop work order and a misunderstanding of final touch-up and cleanup requirements as his reasons for the request.

The contractor is entitled to consideration because of the following conditions. The structure was completed to a stage that permitted its being opened to traffic on December 22, 1965. The work remaining at that time was concrete finish and placing riprap. A stop work order was issued December 21, 1965, because weather conditions were not favorable for satisfactory concrete finish and river conditions were unfavorable for placing riprap. The stop work order was lifted April 6, 1966, the contractor returned to the site, and presumably completed all items of work on April 11, 1966. A final inspection made on April 13, 1966, disclosed some minor items of finish and cleanup which the contractor was inadvertently not advised of until July 21, 1966. The contractor completed the work on July 26, 1966.

Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that the requested extension be granted.

This matter will be on the agenda for the October 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jf bg

G and WEBBER, Inc. 600 S. E. 181st AVENUE, PORTLAND 33, OREGON
General Contractors

PHONE 665-3148

RECEIVED
AUG 30 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

July 21, 1966

Oregon State Highway Commission
Salem, Oregon

Re: Contract #6641
Reierson Bridge Project

Gentlemen:

On December 21, 1965 we recieved shut down order due to adverse weather for finishing concrete and placing rip rap in high water and mud. At this time traffic was moving freely across the new structure and has been ever since. On April 6, 1966, we recieved a notice to resume operation to complete the contract items and immediately put equipment and a crew to work. On April 11, '66 we completed all items with the exception of some final clean up and touch up. We called for a final inspection at this time and on April 13, Mr. Alfred Rear, met me at the bridge and concurred on several items of finishing. Within the next few days we had a crew take care of these items and with the exception of the removal of some materials from the job site. We presumed we were finished, howeverwe expected to recieve a letter stating the status at that time. After several weeks we called regarding the final estimate and were told the final quantities were being checked and that we should send in the PR 47 and some force account forms, which we made up and sent in. Also we were told by phone to remove a stump and a small pile of forms. We sent a man down to do this and presumed it was taken care of.

At the time of temporary suspension it was difficult to determine the dates or period of time extension that would be required so it was decided to wait until the job was completed to make out the time extension request, hence the delay in sumitting the forms.

Very truly yours,
CUMMING AND WEBBER, INC.

Wayne R. Lowell
Supt. Engineering

WRL/jb

encls.

NOTED
H. S. COX
Clatsop Co

Clatsop County

ASTORIA, OREGON

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

June 8, 1966

RECEIVED
JUN 9 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Asburry

NOTED
P. B. Arensmeier

Dear Sir:

In reference to the Lower Nehalem River Bridge, Clatsop County, at the regular meeting of the Board of County Commissioners, this morning, they have taken my recommendation to accept the bridge and approaches to the bridge, as completed, with the exceptions of some cleanup work that you recommended having the contractor do to complete his contract with the State.

We feel this bridge is an asset to our county and the cooperation with the department on this contract has been excellent. Thank you.

NOTED
RICHARD UNREIN

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, James Scarborough
Commissioner

By, Verne Stratton
Commissioner

By, Hiram C. Johnson
Commissioner

NOTED
HAROLD
REYNOLDSON

RECEIVED
JUN 14 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Reierson Bridge		WEEK ENDING: ~~Oct. 22, 1965~~
		SECTION PREFIX: 504-1001
HIGHWAY: Lower Nehalem River Road - FAS 912		COUNTY: Clatsop
NAME OF JOB: Reierson Bridge	KIND OF WORK: Structure and Grading	
CONTRACTOR: Cummings and Webber, 600 S.E. 181st Avenue, Portland, Oregon	CONTRACT NUMBER: 6641	FEDERAL AID PROJECT NUMBER: S-534(1)
DATE OF CONTRACT: July 9, 1965	DATE WORK STARTED: ~~July 29, 1965~~	ESTIMATED COMPLETION DATE: ~~Dec. 31, 1965~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 105
PROJECT AUTHORIZATION: $ 228,375.00	SPECIFIED COMPLETION DATE: December 31, 1965	PERCENT OF TIME ELAPSED: 60
EXCLUSIVE OF ENGINEERING: $ 212,135.00	ENGINEERING AUTHORIZATION: $ 16,240.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 60
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~202,640.00~~	ENGINEERING COST TO DATE: $ ~~7750~~ ±	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 56
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ~~4~~ %	PERCENT OF AUTHORIZATION: ~~49~~ %	DATE PROJECT WAS COMPLETED: 7-24-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
95	5	95					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.24				
MILES PARTIALLY COMPLETED	.24				
MILES COMPLETED	.15				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9300				
TOTAL QUANTITIES CORRECTED TO DATE	9300				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9000				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 10

7 mm, 1 scraper, 1 D-8 cat, 1 D-4 cat, 1 roller, 1 Hydro-crane

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11240A							
PERCENT	50							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	Fair			Morgan 8 Peters 9
TUESDAY	Mist to rain			Docker Bond Barbee Walker W Clem Swan 5
WEDNESDAY	showers to cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

RECEIVED
OCT 25 1965
CONSTRUCTION DIVISION

RECEIVED
OCT 25 1965
Lochhead
DIVISION ENGINEER

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work
MONDAY	Forming deck on Spans 2 and 3, finishing on Pier 4, ~~[illegible]~~continued fill 7 + 00 to 10 + 00, and burning brush
TUESDAY	Same as Monday, except no grading
WEDNESDAY	Same as Tuesday
THURSDAY	Same as Wednesday
FRIDAY	Same as Thursday and resumed grading after Mr. Ricketts and I made arrangements for a bit of extra work to handle traffic due to using old road for more cut.
SATURDAY	

REMARKS

Forming deck on Spans 2 and 3, finishing on Pier 4, some burning of brush, filling from 7 + 00 to 10 + 00 with some delay due to lack of fill material for ~~[illegible]~~. three days (see above)

SIGNED [signature] LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGE AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FAS 912
Clatsop

NOTED
H. S. COX

NOTED
P. B. Arensmeier

August 3, 1965

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $45,700 for the Reierson Bridge Section of FAS 912. Contract No. 6641 has been awarded to Cumming & Weber, Inc. of Portland.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer
by

VRJ:eb
Encls.

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85131

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-15-65	CC 915		504-1002-997

RECEIVED
JUL 15 1965
ENGINEER
COUNTY & CITY DIVISION

Clatsop County
Courthouse
Astoria, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON FARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn Board of Commissioners			
Advance Deposit	NOTED P. B. Arensmeier		45,700.00
Partial transfer of advance deposit for the Reierson Bridge Section of FAS 912. Covered by agreement dated 7-15-64.			35,700.00
To be retained			10,000.00

NOTED
R. H. PRATT

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

Form A-126

OREGON STATE HIGHWAY DEPARTMENT

FAS 912
Clatsop

Project Authorization and Record of Work Orders

Section Reierson Bridge Bridge No. 11240A
Highway Lower Nehalem River Road - FAS 912
County Clatsop
Kind of Work Structure and Grading
Contractor Cummings and Webber, 600 S.E. 181st Avenue, Portland, Oregon
Specified Work Days Completion By December 31, 1965

Contract No. 6641 (BR)
F. A. Project No. S-534(1)
Job Prefix 504-1001
Date of Award July 9, 1965
Division Engineer Ray Asburry
Resident Engineer George Danforth

CONSTRUCTION AUTHORIZATION

Contract amount	$ 203,000.00
Additional anticipated items: NONE	
Subtotal	$ 203,000.00
Contingencies (4½%)	9,135.00
Construction Engineering (8%)	16,240.00
Subtotal	$ 228,375.00
Credit for maintenance rock	-0-
Total original construction authorization	$ 228,375.00

NOTED H. S. COX

NOTED P. B. Arensmeier

NOTED RICHARD UNREIN

NOTED [illegible] HAMWELL

NOTED R. H. FRANCE

RECEIVED JUL 12 1965 ENGINEER COUNTY & CITY DIVISION

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

NOTED [illegible]

State Printing

(Continued on reverse side)

Clatsop County

ASTORIA, OREGON

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

July 7, 1965

NOTED
DON HARWELL

Mr. H. S. Cox, County & City Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: V. R. Jones,
Planning Engineer

Re: FAS 912
Reierson Bridge Section

Gentlemen:

Your letter of June 30, 1965, has been received, referring to the advance deposit required from the County prior to awarding a contract to Cummings & Webber of Portland for constructing the Reierson Bridge Section of FAS 912.

The advance deposit of $45,700.00 is enclosed to you herewith per Clatsop County Warrant No. 95541 in the sum of $30,000.00 and Clatsop County Warrant No. 96449 in the sum of $15,700.00.

Trusting you will find the enclosed in order, we are

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, Verne Stratton
Commissioner

By, James Scarborough
Commissioner

By, Hiram C. Johnson
Commissioner

RECEIVED
JUL 8 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R. JONES

RECEIVED
AUG 13 1965
FOR FILING

S-534(1)

6641

July 9, 1965

Cumming and Webber, Inc.
600 S. E. 181st Avenue
Portland 33, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for structure and grading the Reierson Bridge Section on the Lower Nehalem River Road in Clatsop County for the sum of $203,000 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6641.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn

cc Pac Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oreg.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
P. B. Arensmeier

NOTED
RICHARD UNGER

June 30, 1965

NOTED
H. S. COX

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gentlemen:

On June 29, a satisfactory bid was received from Cummings & Webber of Portland for constructing the Reierson Bridge Section of FAS 912. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$203,000.00
12-1/2% Engineering & Contingencies	25,375.00
Estimated Total Cost.....	$228,375.00

County Advance Deposit:

20% of $228,375.00 = $45,675.00 or say $45,700.00

Please make this advance deposit in the amount of $45,700 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
JUL 2 - 1965

FS-534(1)

6641

Salem, Oregon
June 30, 1965

MISC. CONTRACTS and AGREEMENTS No. 2845

Finance-Construction Agreement
Reierson Bridge Section
S-534(1), FAS 912
Clatsop County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City. Div.

Attached is a conformed copy of a finance-construction agreement with Clatsop County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clatsop County.

Secretary

FH
Attach: 1

Clatsop County

ASTORIA, OREGON

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

June 25, 1965

NOTED.
APWELL

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox
County and City Division Engineer

Re: FAS 912
Reierson Bridge
Lower Nehalem County Road

Gentlemen:

Enclosed to you herewith are two copies, properly executed, of the Agreement between the State of Oregon, by and through its State Highway Commission and Clatsop County, by and through its Board of Commissioners.

It is the understanding of the Board of County Commissioners that upon completion of the agreement by your department, one copy will be returned for the County Commission files.

Trusting you will find the enclosed in order, we are

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, Helen C. Griffith
(Mrs.) Helen C. Griffith,
Secretary to Board of Commissioners

HCG
Encl - 2

RECEIVED
JUN 28 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Clatsop County

ASTORIA, OREGON

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

NOTED
H. S. COX

NOTED
DON HARWELL

May 21, 1965

NOTED
P. B. Arensmeier

RECEIVED
MAY 24 1965
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox,
County andCity Engineer

Re: Right-of-way Certification
Rierson Bridge Section
FAS 912, Clatsop County

Gentlemen:

With reference to your letter of May 20, 1965, wherein you included copies of a certification of right-of-way acquisition for the above project, the Board of County Commissioners have executed both copies and enclosed one copy herewith to you.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, Helen C. Griffith
(Mrs.) Helen C. Griffith,
Secretary to Commission

HCG
Encl - 1

TO R/w D.J.
6-1-65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS 912

Project Name Rierson Bridge Section

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Astoria, Oregon, this 21st day of May, 1965.

Clatsop County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

*Certify either paragraph 2 or 3.

Clatsop County

ASTORIA, OREGON

NOTED
DON HARWELL

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

May 18, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: H. S. Cox
County and City Engineer

Re: Right-of-way Options
FAS 912, Lower Nehalem River
County Road, Rierson Bridge
Section

Gentlemen:

Enclosed to you herewith are the two revised options, properly executed, in connection with the Rierson Bridge Section of FAS 912. These are File No. 37745-A, Julius M. Rierson, o.5 acre and File No. 37745-B, Henry Rierson, 1.15 acres.

Also enclosed is option executed by Frank Olsson, File No. 37745-C, 1.4 acres. You will notice that Hilda Olsson, wife, has not signed the option; however, rather than hold up bids on this project, Frank Olsson signed the option. Mrs. Olsson is in the East on a visit, but we are assured she is in complete agreement and will sign the deed when the time comes.

We have left a signed copy of the option with each property owner, have kept a copy of each option for the county files, forwarding to you the originals.

Trusting you will find the enclosed in order, we are

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By Helen C. Griffith
(Mrs.) Helen C. Griffith,
Secretary to Boardof Commissioners

To: R/W
5-24-65

RECEIVED
MAY 20 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

HCG
Encls - 3

George Rohde

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

May 12, 1965

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon

Right-of-way Options
FAS 912, Lower Nehalem River County Road
Rierson Bridge Section

Gentlemen:

Enclosed are two revised option forms in triplicate covering right-of-way to be acquired in connection with the Rierson Bridge Section of FAS 912.

These revisions were made because the right-of-way was reduced to miss a spring. Enclosed for your information is a copy of the "Request for Revision" form.

Also enclosed are three prints of Map No. 10C-44-11 covering this area and bearing our date of May 5, 1965.

File No. 37745-A, Julius M. Rierson, 0.5 acre.

File No. 37745-B, Henry Rierson, 1.15 acres.

As we expect to take bids on this project on June 29, we will need the certification of the right-of-way acquisition by May 22.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

Encl: Options, Maps, and
Request for Revision

NOTED
V. R. JONES

NOTED
H. S. COX

George Robde

March 30, 1965

NOTED
DON HARWELL

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Dear Mr. Dooley:

Enclosed you will find two revised option forms in triplicate covering right of way to be acquired in connection with Rierson Bridge Section of the Lower Nehalem River County Road, FAS 912.

These revisions were made because the slopes were revised to reduce right of way.

File No. 37745-B, Henry Rierson	1.2 acres.
File No. 37745-C, Frank Olsson	1.4 acres.

Very truly yours,

E. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

FORM E-80 5OM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 1, 1965

To: Mr. H. S. Cox
County-City Engineer
Highway Building

SUBJECT: OPTIONS
Rierson Bridge Section
Lower Nehalem River County Road
Clatsop County

RECEIVED
MAR - 1
ENGINEER
CLATSOP COUNTY

Attached you will find three option forms in ~~quadruplet~~ covering right of way to be acquired in connection with Rierson Bridge Section of the Lower Nehalem River County Road in Clatsop County.

Please return a signed or conformed copy of each option to this office so that we may inform the Engineers of the conditions, if any, on each transaction.

Enclosed for your information are copies of Mr. Barbee's letter of February 24, 1965 and the Authorization list.

We are forwarding under separate cover five prints of map No. 10C-44-11 covering this area and bearing our date of February 25, 1965.

File No.	Name	Area
37745-A	Julius M. Rierson	0.5 Acre
37745-B	Henry Rierson	1.3 "
37745-C	Frank Olsson	1.6 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC:jm
encs. 3 Options-Copy
letter-Auth.
list

cc: R. D. Asburry
E. J. Benner

To County 3-2-65

FORM B-20X 50M 2-62 40606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1965

SUBJECT: Rierson Bridge Section
Lower Nehalem River County Road
Clatsop County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Attached are 3 descriptions and an authorization for the subject County project which is scheduled for May 18, 1965.

Clatsop County is to acquire this right of way.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FDM:jl

cc. Mr. H. S. Cox

RECEIVED
[illegible]

R. N. CHASE

MEMO TO [redacted] Date: 3/23/65

FAS 912, CLATSOP COUNTY REIERSON BRIDGE SECTION

TERMINI: Bridge over Nehalem River at a point 1.6 miles south of Elsie.

NOTED
H. S. COX

PROPOSED WORK: Construct RCDG Bridge and grade approaches.

PROJECT LENGTH: 0.40 mile.

NOTED
R. H. PRANGE

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$225,000	$135,000	$45,000	$45,000	(County)

EXISTING FACILITIES: Log bridge 302 feet long and 18 feet wide in badly deteriorated condition. Log piers and stringers are decaying. There is a 20° and 24° curve on northerly end of the section and 28° curve on and adjacent to the southerly end. Roadway has a light bituminous surface 18' wide with 2' shoulders.

ADJACENT SECTIONS:

NORTH/[redacted] END: 18' bituminous surface, 2' shoulders.

SOUTH/[redacted] END: 18' bituminous surface, 2' shoulders.

PROJECT DATA: Construct an RCDG bridge 430 feet long and 28 feet wide and grade approaches. County will complete the surfacing and remove the old bridge. Alignment has maximum 8° curvature.

RIGHT OF WAY: Minimum 90 feet.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Road runs through mountainous terrain through dairying and stock-raising country. Minor log hauling at the present time but will provide a future outlet for timber farm operations. Farm to market, recreational traffic, and school bus and mail routes.

VRJ:mm

NOTED
H. S. COX

NOTED
DON HARWELL

March 3, 1965

NOTED
P. B. Arensmeier

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Re: Options
Rierson Bridge Section
Lower Nehalem River County Road
Clatsop County

NOTED
R. H. PRANGE

Gentlemen:

Enclosed are three option forms in triplicate covering right of way to be acquired in connection with Rierson Bridge Section of the Lower Nehalem River County Road in Clatsop County.

Please return a signed or conformed copy of each option to this office so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover four prints of map No. 10C-44-11 covering this area and bearing our date of February 25, 1965.

File No.	Name	Area
37745-A	Julius M. Rierson	0.5 acre
37745-B	Henry Rierson	1.3 "
37745-C	Frank Olsson	1.6 "

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section PATTERSON BRIDGE Highway F.A.S. 912 County CLATSOP Prefix 504 1269

Res. Engr. R. J. HALL Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 1-25-65

Truck A.D.T. 8 Traffic Coefficient 5.9 18 kip s.a. per day 5.6

Annual Precipitation 67" Frost Penetration _____

(1)

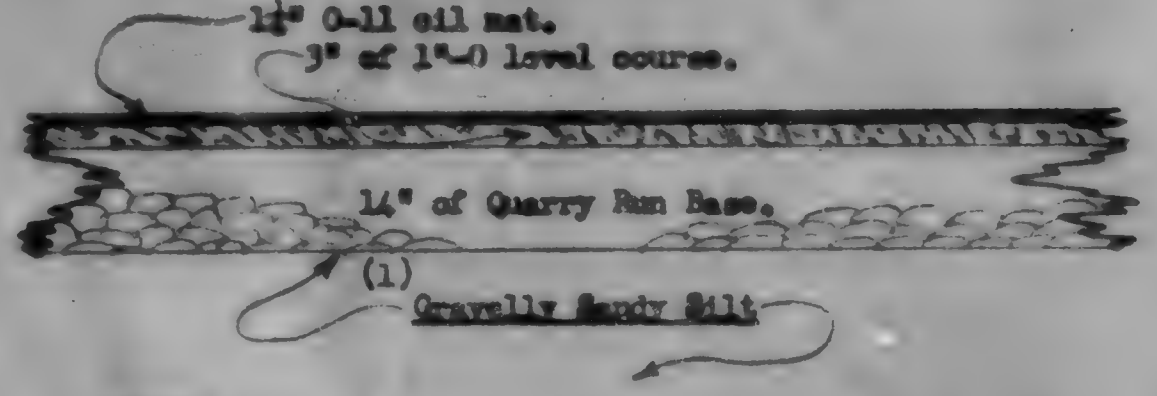
	Typical Soil
56	LL
0	PI
75	%P 10
46	%P200
25	%Gravel
9	%C Sand
20	%F Sand
37	%Silt
9	%Clay
35	"T" Value (Corrected)

AASHO CLASSIFICATION:

A-5 (2)

MATERIAL SOURCES:

To be determined by the Engineer.



Note:

State participation is to prepare plans, specifications, and estimates for bridge replacement, and Clatsop County will construct road approaches and provide a detour.

Project Base Design furnished to assure ample subgrade width.

1.3" of Q. R. Base is equal to 1.0" of Crushed Base.

	CBR Total Req.	Credit	Actual Thick.	
		1½	1½	O-11
		3	3	Level
		11	14	Base
	15	15½	18½	

RECEIVED FEB 8 1965 FOR FILING

NOTED LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough Staff Assistant Recommended by A. A. Nuttu Engineer of Materials

Recommended by R. D. Hogan Construction Engineer Approved by Lloyd P. Shaw Asst. State Highway Engineer

SECTION: Peterson Bridge

HIGHWAY: F.A.S. 912

COUNTY: Clatsop

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present (1964) ADT 80 (Total)

B. Future (1984) (1.5) ADT 120 (Total)

C. Mean ADT 100 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)(Logging)

G. Trucks (in one direction) $\left(\frac{F}{2}\right)$ 7.5 x (C) 100 = 8

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 8 x (H) 100 % = 8

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$

where K = 4.669

= 5.9

SECTION: PEIERSON BRIDGE

HIGHWAY: F.A.S. 912

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good __X__ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See Item 12
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Clatsop County prefers an oil mat
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local sources are suitable for this type of construction.

CONCLUSION AND REMARKS:

This is a short isolated section with no P.C.C. Pavement in the immediate area. See Item 12.

RECEIVED
JUL 30 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Prefix No. 504-1469

7-29-64

LOCATION PROSPECTUS
REIERSON BRIDGE SECTION
FAS 912, LOWER NEHALEM RIVER ROAD
CLATSOP COUNTY

NOTED
H. S. COX

NOTED
DON HARWELL

HIGHWAY: County Road, Lower Nehalem River Road, Federal-aid Secondary No. 912.

TERMINI: The bridge is located approximately 2.05 miles southwest of the town of Elsie on Lower Nehalem River Road.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge on improved grade and alignment. Clatsop County will construct the road approaches and provide a detour utilizing the existing structure. A State reconnaissance has not been made. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis it not needed at this time. This is a FAS-C bridge replacement project.

CHARACTERISTICS: The present ADT is 80 and the 20-year projected ADT is 120.

STANDARDS: Class "E", maximum grade 6 per cent, maximum curvature 18 degrees.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

BRIDGE: Horizontal clearance 28 feet. No sidewalks are desired.

ACCESS: County road with access determined by Clatsop County.

BASE DESIGN: Tentative design for county construction is:

Wearing surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	15 " Coarse Base
Total Depth	18-1/4"

MATERIAL SOURCE: Local commercial or County.

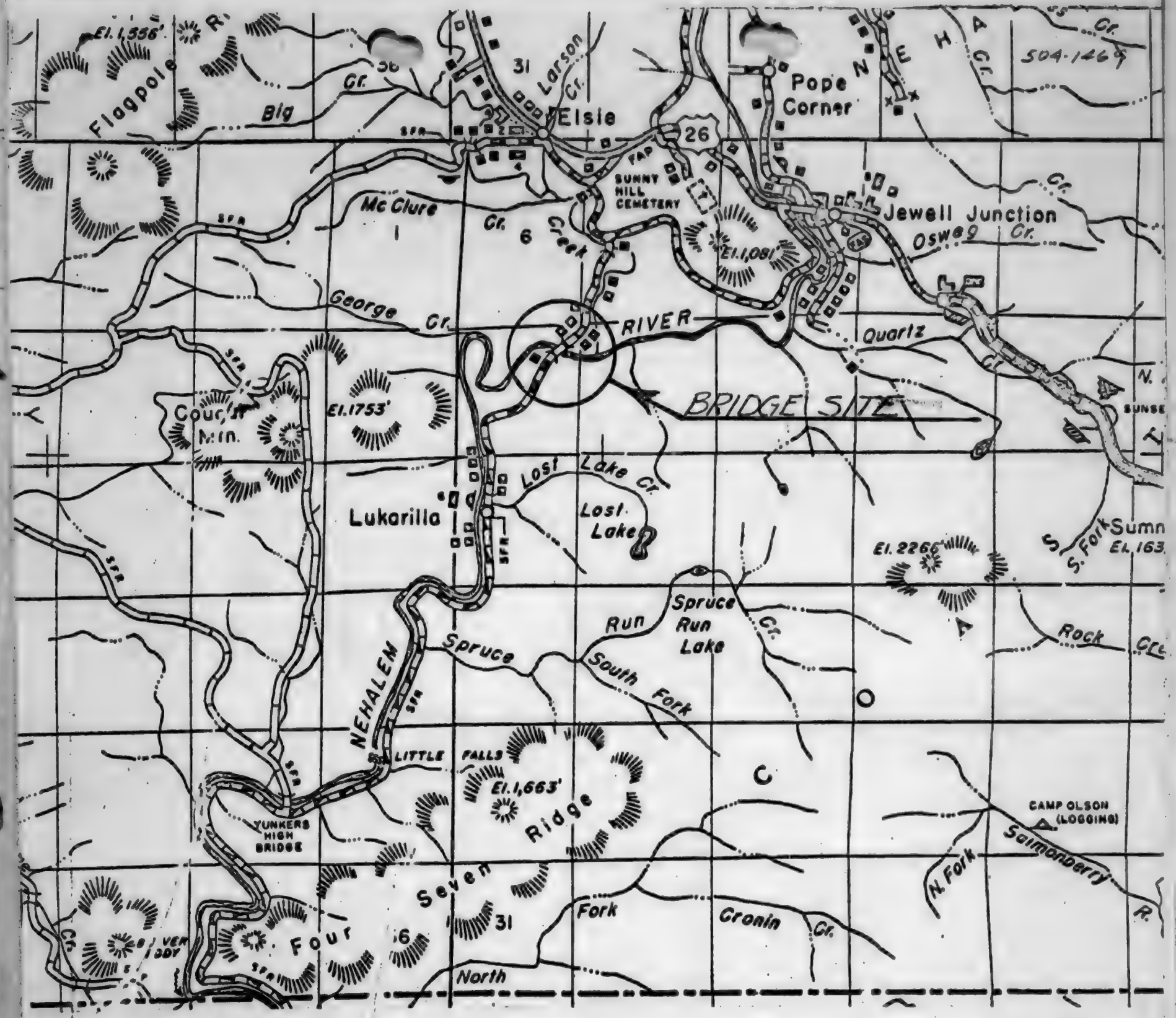
AGREEMENTS: Routine County FAS-C project.

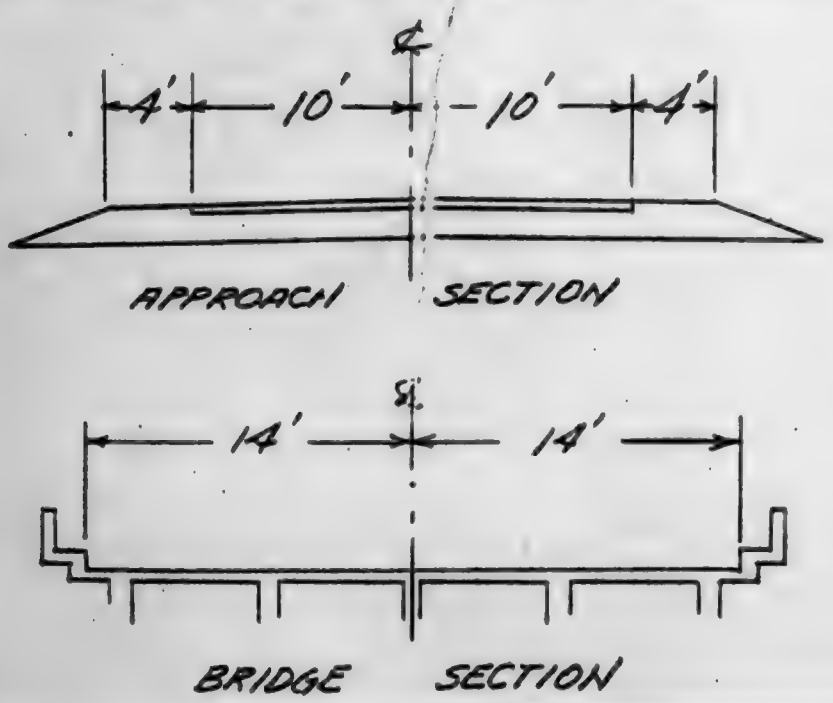
NOTED

7/29/64

PARKS: None affected.

July 29, 1964
Attachment
cc: A. W. Parson (3)
Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





PROSPECTUS MAP
REIERSON BRIDGE SEC.
FAS 912

CLATSOP COUNTY

Scale 1" = 1 Mi. 1964

CLATSOP COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 912, Lower Nehalem River Road: Reierson (Nehalem River) Bridge, $153,000.

The proposed project requires the replacement of a 300' log bridge on improved alignment. The approaches for the new structure will be constructed by county forces and the county will also maintain a detour using the existing bridge. Although the new site will coincide with a proposed future realignment of the FAS route, the county will for the present connect the structure to the existing road with only a minimum of grading work.

Approved
7/15/64

64-e
6/9/64

320-1715 Oakridge (Hills, Beach & 1st Sts.) Sec. (Paving) 1965

#6642

Dep. State Dist
Issued # 19

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87414

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-21-66	CC 997		30-171-295

NOTED
RICHARD UNREIN

City of Oakridge
City Hall
Oakridge, Oregon

Attn: Edith M. Williams, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on Hills, Beech and First Streets, Contract #6612. Covered by agreement dated June 10, 1965.			
City's advance deposit			4,000.00
As per attached statement:			
Final cost		15,164.30	
Agreed State share		15,164.30	
Agreed City share			—
To be refunded			4,000.00

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash ..... $ .....

By ....

NOTED
C. J. HASWELL

Files

SCA

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

Date March 18, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year: 1965

Contract # 6642 Prefix 320-1715 Survey Prefix 320-1478

Street Hills, Beech, and First

City Oakridge

Payments to Contractor ..(See attached voucher).....	$ 14,260.18
Engineering and Contingencies.....	904.12
Survey...(Total = $901.65).....City's pro rata share..	--
TOTAL.....	$ 15,164.30
Agreed State Share	15,164.30
Agreed City Share	$ --
City Advance Deposit	$ 4,000.00
REFUND DUE CITY....	$ 4,000.00

Reference: Outside Billing cc-997

NOTED
RU: RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A 20 (REV. 6 63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
LANE	6642	3 Fir

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
OAKRIDGE /HILLS PERCH & 1ST STS/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	3/4"-0 MATERIAL IN BASE	CU YDS	7.0000	5.0
002	STONE BASE	CU YDS	5.0000	7.0
003	RS-1 ASPHALT IN TACK COAT	GALS	75.0000	2.1
004	CLASS D ASPHALT CONCRETE	TONS	9.3500	1,440.0
	FORCE ACCOUNT ITEMS			
001	FLAGGING			
002	ROLLING COMPACTION			
003	DRIVEWAYS & OVERVIEW			

TOTAL CONTRACT ITEMS

0 % RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6642	Final	✓320-1715-204 (41) 413.17 Dr.
	FEDERAL AID PROJECT NO.		

LLS TEECH & 1ST STS/

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	CU YDS	7.0000	5.000	35.00	35.00	
	CU YDS	5.0000	7.000	35.00	35.00	
	TONS	7[illegible].0000	2.170	152.75	152.75	
	TONS	9.[illegible]00	1,440.000	13,5[illegible]0.64	11,539.64	
				126.96	126.96	
				127.32	127.32	
				755.51	35.51	

	TOTAL CONTRACT ITEMS	[illegible]	[illegible]	
0	% RETAINED ON CONTRACT ITEMS		413.17	413.17
	FORCE ACCOUNT	[illegible]	[illegible]	
	[illegible]	[illegible]	13,747.31	413.17

RECEIVED
DEC 1 - 1965
FOR FILING

320-1715

6642

November 30, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6642 awarded to Wildish Construction Company for paving on Hills, Beech, and First Streets in Oakridge in Lane County was completed on September 15, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $413.17 will be released to the contractor after December 7, 1965. The total contract amount is $14,260.18 including $487.79 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm
cc Wildish Constr. Company
P.O. Box 1106
Eugene, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING

320-1715
6642

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1965, on Contract No. 6642. The contract was with Wildish Construction Company and was for paving on the Hills, Beech and 1st Streets Section of the Cottridge city streets in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oakridge (Hills, Beech & 1st Sts.)		WEEK ENDING: October 29, 1965
		SECTION PREFIX: 320-1715
HIGHWAY: City Streets		COUNTY: Lane
NAME OF JOB: Oakridge (Hills, Beech & 1st Sts.)	KIND OF WORK: Paving	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 6642	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 9, 1965	DATE WORK STARTED: August 23, 1965	ESTIMATED COMPLETION DATE: 9-15-65
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 9-15-65	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION $ 23,998.50	ENGINEERING AUTHORIZATION $ 1,706.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 22,291.94		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 60
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 14,258.35	ENGINEERING COST TO DATE $ 650.00	DATE PROJECT WAS COMPLETED: 9-15-65
ESTIMATED PERCENT [OVERRUN] UNDERRUN 36 %	PERCENT OF AUTHORIZATION 38 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		Patches			0.84
MILES PARTIALLY COMPLETED					
MILES COMPLETED		100 %			0.84
TOTAL ESTIMATED QUANTITIES (CONTRACT)		166 CY			1,900 Ton
TOTAL QUANTITIES CORRECTED TO DATE		12 CY			1,450 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		12 CY			1,450 Ton
AVERAGE DAILY QUANTITIES		-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		-			-
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1 1965
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is completed. The semi-final is still pending receipt of a final E. W. O. billing from Wildish. I have discussed this with them on the telephone and they assure me that it will soon be submitted.

SIGNED [signature] LOCATION Oakridge, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

City of
Oakridge
Oakridge, Oregon

Office of the Mayor

October 19, 1965

NOTED
DON HARWELL

Mr. A. A. Anderson
Oregon State Highway Resident Engineer
P.O. Box 657
Oakridge, Oregon

Dear Mr. Anderson:

In our Council Meeting October 7, 1965 the Council approved the oil lift on Hills, Beech and East First Streets in the City of Oakridge.

This job was under contract by Wildish Construction Company of Eugene.

Very truly yours,
CITY OF OAKRIDGE

Lawrence D. Hills

BY: LAWRENCE D. HILLS
MAYOR

LDH:e

SCA

July 8, 1965

NOTED
DON HARWELL

Mrs. Edith M. Williams
City Recorder
City Hall
Oakridge, Oregon

Special City Allotment Project

Dear Mrs. Williams:

Receipt of your check in the amount of $4,000 as Oakridge's estimated share of the cost on the Hills, Beech, and First Streets project is acknowledged. Your prompt action is very much appreciated.

A copy of the contract and plans will be forwarded to you in the near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

RECEIVED
AUG 13 1965
FOR FILING

1715

6642

July 9, 1965

Willish Construction Company
P.O. Box 1106
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for paving Hills, Beach, and First Streets in Oakridge, Lane County, for the sum of $19,482 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6642.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm

cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L.H. Young
R.G. Savage (SIAC)

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

July 1, 1965

NOTED
H. S. COX

Mrs. Edith M. Williams
City Recorder
City Hall
Oakridge, Oregon

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Dear Mrs. Williams:

On June 29, the State Highway Commission opened bids on the Special City Allotment project on Hills, Beech, and First Streets. The low bid was submitted by Wildish Construction Company of Eugene and the anticipated cost based on the bid is as follows:

Contractor's bid	$19,482.00
Anticipated additional items	1,850.00
	21,332.00
Engineering & contingencies (12½%)	2,666.50
TOTAL ANTICIPATED COST	$23,998.50

As the contract cannot be awarded until the City has deposited its share of the cost, at your very earliest convenience please forward a check to this office in the amount of $4,000 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

RU:eb

NOTED
V. R. JONES

RECEIVED
JUN 15 1965

FOR FILING
320-1715

6642

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1965

NOTED
F. B. KLABOE

To:
MEMO TO THE FILES

SUBJECT: Grade Crossing Improvements - Beech Street
Oakridge (Hills, Beech & 1st Streets) Section
Lane County

On June 9, 1965, the undersigned with with Mr. Arleigh Anderson, Resident Engineer, Oregon State Highway Department, Mr. Barney Johnson, City of Oakridge, Mr. E. A. Kendrew, Southern Pacific Company, and Mr. J. W. Snyder of Pope and Talbot, Inc. The meeting was held at the site where Beech Street crosses the Southern Pacific Company main line and also crosses the spur line serving Pope and Talbot approximately 100 feet south of the Southern Pacific tracks.

The purpose of the meeting was to discuss the possible solutions to correct the existing rough grade crossings at the same time the subject project is constructed. The crossing of the Southern Pacific tracks is a plank crossing and is in need of repair or replacement at this time. Mr. Kendrew agreed the railroad would supply timber headers at railroad expense if the State and City would place the asphaltic material between the headers. This was agreeable to all parties and it is proposed that the existing Type 2 crossing be replaced with a Type 3 crossing in connection with this project. At some future date the railroad will replace this Type 3 crossing with a Type 2 crossing at either the City or Railroad expense. The time of this second improvement is indefinite.

This crossing was authorized by the P.U.C. by their Order No. 19727 and designated as crossing No. CF 580.2. This order provides the City to stand the expense of all future maintenance. It is our opinion that this work falls under the heading of "future maintenance."

The Pope and Talbot crossing is much the worse of the two, since the tracks now are two inches or more below the grade of the existing paved street. This is compounded by the fact there is a down grade of 6 per cent or greater for the southbound traffic on Beech Street. When they cross the tracks, cars tend to "hit bottom" and obviously any repaving job performed on adjacent pavement would make the situation even worse.

The real solution to this problem would be to raise the grade of the Pope and Talbot tracks approximately 6 inches and construct a new crossing. This crossing is presently a Type 2 but the planks are rough and repair work is needed. It boils down to there being three alternatives which may be followed in connection with this crossing:

(1) Raise the grade of the Pope and Talbot tracks, construct a new crossing and pave to meet this crossing.

(2) Leave the tracks as is, remove adjacent pavement and base rock as needed and regrade and repave to meet the existing tracks.

(3) Do no work adjacent to the tracks which would create a worse condition. This would mean feathering out the new paving at the beginning of the curbs on the southerly side of the tracks and at a point about midway between the two railroad tracks on the northerly side of the Pope and Talbot tracks.

Inasmuch as the City will be saddled with this responsibility, since the State is obligated to pay $20,000 with the City to pay that in excess of $20,000 (the estimate is $27,200), we left it with Mr. Johnson to take to the City Council and decide upon a course of action. Mr. Johnson is to obtain an estimate of costs of raising the Pope and Talbot tracks from Mr. Paul Harmon, a local contractor, this week and meet with the City Council early next week. After a decision is reached, he will advise the writer and we may then arrange to take appropriate action.

Mr. Snyder pointed out that his mill will be shut down from July 18, 1965 to July 31, 1965, inclusive, during which time the change in grade of the track could be performed. There is also the problem of log trucks since this is a principal route for log trucks hauling from north and east of Oakridge to Highway 58. It would be necessary toclose the highway at the Pope and Talbot crossing during this track adjustment which we think would take approximately one week's time. Logging trucks during this time would have to be detoured via the Salmon Creek and Westfir Roads to Highway 58. This detour is available but not necessarily desirable from a logger's standpoint, since the road is crooked and would involve some uphill hauling. The route of this road is shown on the attached map.

As soon as I hear from Mr. Johnson, I will advise appropriate people of the course of action they wish to follow.

TWL:fp
Attach.
cc F. B. Klaboe
H. S. Cox
L. H. Young
L. R. Chandler
A. A. Anderson

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

END DETOUR

ROUTE OF DETOUR

BEGIN DETOUR

OAKRIDGE AND VICINITY
LANE COUNTY OREGON

INDEX

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

1956

S-2706

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

June 9, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911960/323-2

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

This refers to your letter of June 2, with which you furnished preliminary plans for the Oakridge Section (Hills, Beech and 1st Streets), involving certain repaving work in the vicinity of Grade Crossing No. CF 580-2 in Oakridge.

Mr. Kendrew, of our Portland office, has informed us that we do not have any pending agreement with the City of Oakridge for the improvement or reconstruction of this grade crossing. The crossing is in need of repair by the installation of solid plank panels, but we cannot hope to expect to accomplish this work in time for your bid opening on June 29.

In order to accommodate your work, our Oregon Division forces will plan on installing header planks only so that your paving contractor can carry the paving through the track areas. At a later date, the header planks and paving can be removed in favor of the installation of solid plank panels.

Yours very truly,

HM Williamson

COPIES TO:
FB KLABOE
HS COX
LH YOUNG
LR CHANDLER
AD ANDERSON
FD MORGAN

CONSTRUCTION DIVISION
RECEIVED
JUN 11 1965

RECEIVED
JUN 14 1965
FOR FILING
6320-1715
6642

Salem, Oregon
June 10, 1965

Special City Allotment Agreement
Hills, Beech and First Streets
City of Oakridge

Mr. H. S. Cox
County & City Engineer
B U I L D I N G

Attention: Mr. D. N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of an agreement with the City of Oakridge covering th e Special City Allotment project on Hills, Beech and First Streets in the City of Oakridge.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Oakridge.

Secretary

FH
Attach: 1

65 ocu

May 19, 1965

NOTED

Mrs. Edith M. Williams
City Recorder
City Hall
Oakridge, Oregon

Dear Mrs. Williams:

The State Highway Commission plans to call for bids on June 29 for the Special City Allotment Project on Hills Street from the Willamette State Highway to Beech Street; Beech Street from Hills Street to 1st Street; and First Street from Beech Street to easterly city limits. Enclosed are three copies of an agreement covering this project.

If satisfactory, please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and you to sign the agreement.

As the project cannot be advertised until the signed agreement is in our hands, please return all three copies of this agreement executed by yourself and the Mayor, attested by a third party, stamped with the city seal, and accompanied by three copies of the resolution authorizing execution of the agreement to this office prior to June 4, 1965. After execution by the Highway Department officials, a fully executed copy will be returned for the City's records.

The estimated total cost of $27,200 represents a field estimate which to date we have not had an opportunity to check and review. You will be advised if there is any material change in the final reviewed estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
County and City Engineer

JFH:eb
Encls.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE REVISION

RECEIVED
APR 19 1965
FOR FILING

Page 1 of 2 Pages

Section 5th St., Hume, & 1st Streets Highway City of Oakridge County Lane

Res. Engr. S. E. Smith Approx. Length 0.50 Miles. Sta. _____ to Sta. _____

Profile 3320-[illegible]

Date 4-19-65

Truck A.D.T. 46 Traffic Coefficient 7x4 18 kip e.a. per day 31.8.

Annual Precipitation 40" Frost Penetration ---.---.

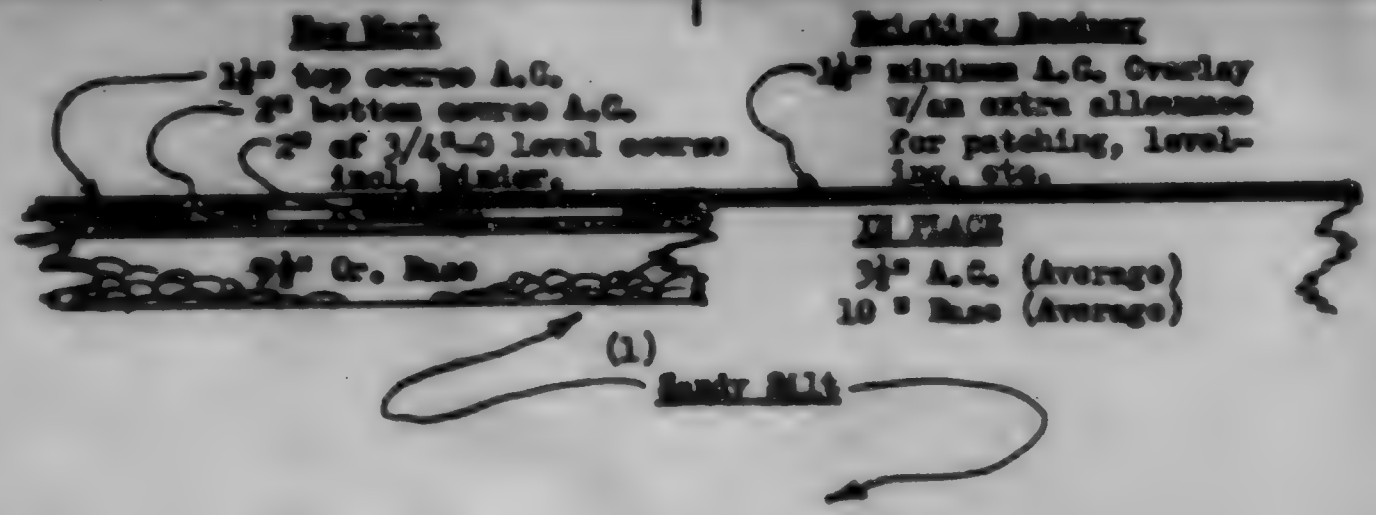
(1)

Typical Soil

32	LL
2	PI
96	%P 10
66	%P200
5	%Grevel
2	%C Sand
27	%F Sand
53	%Silt
13	%Clay
35	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (6)

MATERIAL SOURCES:
To be determined by the Engineer.



Note:
"New Work" is shown as there will be sections that will have to be removed and rebased. This is to be determined by the Engineer.

CBR Total Req.	Limit	Actual	Item
New Work			
	7	7½	A.B.
	2	2	Level
	9½	9½	Cr. Base
18½	18½	19	
Over Existing Roadway			
	3	1½	A.C. (min.)
IN PLACE			
	5½	3½	
	10	10	
18½	18½	15	

cc:
[illegible].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by J. W. Yarbrough Staff Assistant Recommended by O. A. White Engineer of Materials

NOTED
F. R. KLABO

Recommended by E. D. Hodson Construction Engineer Approved by F. R. Klabo Asst. State Highway Engineer

SECTION: HILL3, BEECH, & 1ST STREETS

HIGHWAY: CITY OF CANYONS

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2200 (Total)

B. Future ADT 3800 (Total)

C. Mean ADT 3000 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 3 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 1.5% x (C) 3000 = 45

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 45 x (H) 100 % = 45

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 7.64

SECTION: HILLS, BEECH, & 1ST STREETS

HIGHWAY: CITY OF OAKRIDGE

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: Whem constructed to present OSHD surfacing standard
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as the proposed work consists mainly of an A.C. overlay.

RECEIVED
FEB 25 1965
FOR FILING

2-19-65

Prefix No. 320-1478

320-1715
6642

LOCATION PROSPECTUS
HILLS, BEECH AND 1ST STREETS SECTION
CITY OF OAKRIDGE
LANE COUNTY

STREET: Hills Street, Beech Street and 1st Street, city of Oakridge. Not on State or Federal-aid system.

TERMINI: Southerly terminus is at the intersection of the Willamette Highway (M.P. 35.86) and Hills Street. The route is via Hills Street to Beech Street, via Beech Street, crossing multiple Southern Pacific Railroad tracks, to 1st Street, via 1st Street to the easterly city limits.

LENGTH: 0.90 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for an asphaltic concrete overlay on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. The proposed project consists of a 1-1/2-inch A.C. overlay, probable rebasing of short sections, adjustment of manholes and the matching of grade to the existing Southern Pacific railroad tracks. The project is to be constructed with 1965 Special Allotment Funds.

TYPICAL SECTION: Full width 40 - 44 feet between curbs; 1-1/2-inch asphaltic concrete overlay between monolithic curb and gutters.

MATERIAL: Local commercial sources.

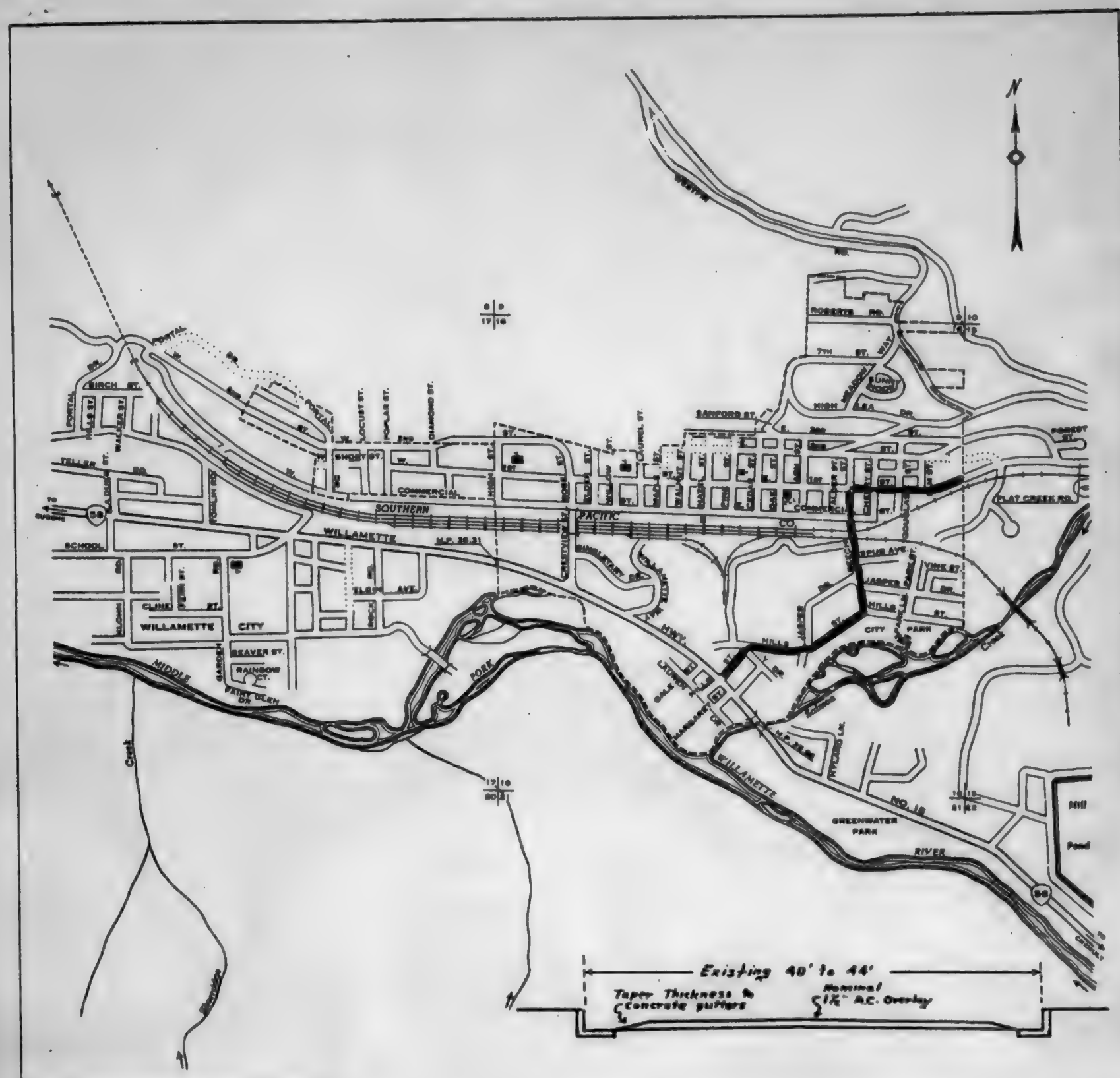
ADDITIONAL FACILITIES: City will adjust water mains, sewers, etc. No stream crossings or bridges. Grade crossing of Southern Pacific multiple tracks.

AGREEMENTS: Notification and/or agreement will be required with the Southern Pacific Railroad Company. Routine negotiations for Special City Allotment projects.

PARKS: None affected.

February 19, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
[redacted]
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



PROSPECTUS MAP

HILLS ST, BEECH ST, 1st ST.
CITY OF OAKRIDGE

LANE COUNTY

FEBRUARY 1965

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
cv – City Hall
cr – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

OAKRIDGE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,356

Scale in Feet

Revised August 1964

6-4-64

RECEIVED
JUN 11 1964
ENGINEER
COUNTY & CITY DIVISION

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Oakridge is an incorporated city of the State of Oregon and has a population of 2286 as given by the latest official census; and

WHEREAS, the following streets of said city, East First Street from the east city limits to Beech Street, south on Beech Street to Hills Street, Hills Street to the intersection of Hills Street and Highway #58 are in need of a seal coat and

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Oakridge does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lawrence D. Hills as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of June, 19 64.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakridge at a regular or special meeting of said Council, held on the 4th day of June, 19 64, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of June, 1964.

Edith M. Williams
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 5

U.S. 30

ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

OAKRIDGE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,165

Scale in Feet

May 1962

I-5-2(48) Grave Cr. Sec. of Pac. Hwy. N. 1965
72 of Grants Pass (Grad., Pav., Sign.
#6643 & Structs.) Folder #2

#6643 I-5-2(48)72 Folder #3

Grave Creek Section Pacific Hwy.

Charged to Mr. Lindas (Chief Council)

September 16, 1970 LOST

FORM E-80X—80M—7-66 SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1968

To: MEMO TO THE FILES

SUBJECT: Grave Creek Section
Contract 6643

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

While the Claims Review Board was in session February 1, 1968, the purchase of excess rock on this project was briefly discussed with the following members of the Board present:

R. L. Porter
C. H. Maison
G. E. Rohde
F. B. Klaboe
L. P. Shaw (substituting for Edwards)

A proposed two-part adjustment has been submitted to higher authority by the Construction Division. Both arise from substantial underruns on surfacing items. Part One has been submitted to the Bureau of Public Roads for their approval of participation. Part Two under consideration here concerns purchase of 20,726 cubic yards of excess material (but within the bid quantity) which is stockpiled on property leased by the contractor. Construction Division has recommended purchase of this material at $2.21 per cubic yard contingent upon securing control of the site. The Board voted unanimously to sanction this action with Legal Division to handle the details to assure that title to the rock would go to the State upon any payment. The undersigned will immediately make the information in the Construction Division files available to Mr. Rohde.

John A. Bond, Secretary
Claims Review Board

JAB:nn
cc: R. L. Porter
C. H. Maison
G. E. Rohde
F. B. Klaboe
Tom Edwards
L. P. Shaw

FORM E-123X 10M 8-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1968

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

Signature

Date

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

As indicated in my June 29 letter to you, we have been analyzing a claim for additional compensation which the contractor has submitted on the Grave Creek Section of I-5, Contract No. 6643, Project No. I-5-2(48)72.

Due to inaccurate plan quantities, there were substantial underruns on the surfacing items. Plant-mix Stone Base underran 45.1 percent, Bituminous Base Mixture underran 50 percent, and Class "B" A.C. underran 24.6 percent. The overall contract bid items underran 16 percent.

The surfacing items referred to were performed by a subcontractor. The additional compensation sought is for overhead or fixed costs which were not absorbed because of the smaller number of units performed.

Derivation of the adjustment is made in four parts totaling $36,654, as shown on the first page summary sheet in the attached folder. The folder contains other supporting material including a statement from our Chief Cost Analyst and an opinion from our Legal Division citing the specification basis favoring an adjustment in compensation to the contractor.

We seek approval for federal interstate participation in this adjustment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

REPORTED

Attachment

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED V. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1967

Mr. C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon 97420

Dear Mr. O'Neil:

Re: Graves Creek Section, Contract 6643,
Aggregate Underrun

This will acknowledge your August 22, 1967, letter concerning additional compensation that you seek arising from the underrun from bid quantities on some aggregate items. We have been pursuing this matter from several standpoints, including a meeting with the Bureau of Public Roads about two weeks ago.

We note that none of your letters has cited a specification basis for the additional compensation you are requesting. One pertinent specification is found in Section 6-10, "Ordering and Producing Materials." Mr. Mengel of Warren Northwest Company, your rock subcontractor, called the Construction Division about this matter last week. The above specification was also pointed out to Mr. Mengel at that time and we understood some further analysis supporting the basis of the claim would be forthcoming.

If the validity for an adjustment is established, there is then the question of the value of the adjustment. The $38,409 figure you quoted as unrecovered overhead and fixed expense is much more than our cost analyst can support. It apparently includes some undocumented items and does not seem to take into account the value of the material left in stockpile. If this stockpile material were purchased from you, some further offsetting reduction in these fixed costs would appear in order.

Concerning the remaining liquidated damages, we do not believe it valid under the specifications to relate delay on this contract to some other contract. The performance on this project should be determined on its own merits.

NOTED
R. L. PORTER

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
F. B. KLABOE

By

F. B. Klaboe
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

C. R. O'NEIL
GENERAL CONTRACTOR
895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

RETURNED TO
BY OREGON STATE HIGHWAY D
8-23

August 22, 1967

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In re: OSHD No. 6643
Graves Creek Project

Portion

The 90-day period for filing claims for errors and omissions from the final estimate pursuant to Section 9-16, Standard Specifications for 1964, will be on or about August 27, 1967. Our subcontractor on this job, Warren Northwest, a division of Warren Bros., has made what appears to be a proper claim for additional compensation by reason of a substantial over-production of crushed aggregate. The over-production was apparently occasioned by an error in the quantities set by the contract. This was not discovered until July of 1966 when one of your field representatives affirmed the error and directed immediate cessation of crushing of base rock materials. A request was made of your representative to furnish a reliable estimate of the quantities that would be required to complete the other items of aggregate required. Such request was never complied with in writing. On January 31, 1967, Warren wrote Mr. Chandler directly with respect to this.

We enclose copy of this letter for facility of reference. Additionally, with my consent, your field representatives have not only discussed the merits of the claim with Warren but a detailed audit has been made by Mr. Juve.

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Specifically the claim asks for recovery of:

1.	Material in stockpile	$49,806.50
2.	Overhead and fixed expense lost by underrun	38,409.00
	Total	$88,215.50

Additionally, liquidated damages continue to be assessed against our job performance. Objection is herewith lodged to such assessment. Not less than 25 days of extension of time should have been allowed by reason of our subcontractor being prevented from undertaking its work on such project by reason of delays imposed upon it by the State in the prosecution of the Bear Gulch contract. You will shortly be receiving a more detailed explanation of this in a claim on the Bear Gulch project.

In order to avoid any possible technical error or omission on our part with noncompliance with Section 9-12, we ask that you consider this as the formal objection to the final estimate as provided.

Very truly yours,

C. R. O'Neil

cc - Mr. John Bond
Oregon State Highway Department
Salem, Oregon
- Mr. John Quiner III
Assistant Division Engineer
Oregon State Highway Department
Roseburg, Oregon

FOR [redacted]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Grave Creek Section		WEEK ENDING: December 31, 1966
		SECTION PREFIX: 617-1065
HIGHWAY: Pacific		COUNTY: Josephine
NAME OF JOB: Grave Creek	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: C.R. O'Neil and Hannan Bros. Co.	CONTRACT NUMBER: 6643	FEDERAL AID PROJECT NUMBER: I-5-2(48)72
DATE OF CONTRACT: July 9, 1965	DATE WORK STARTED: July 19, 1965	ESTIMATED COMPLETION DATE: December 14, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31, 1966	PERCENT OF TIME ELAPSED: 135%
PROJECT AUTHORIZATION: $2,003,214.71		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,860,763.89	ENGINEERING AUTHORIZATION: $142,450.82	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,607,549.18	ENGINEERING COST TO DATE: $111,461.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVER~~ UNDER RUN: 8%	PERCENT OF AUTHORIZATION: 78%	DATE PROJECT WAS COMPLETED: 12-14-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~BOX~~ PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.23	1.23			1.23
MILES PARTIALLY COMPLETED	None	None			None
MILES COMPLETED	1.23	1.23			1.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500,000	175,700			38,000
TOTAL QUANTITIES CORRECTED TO DATE	475,000	99,919			25,207
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	475,000	99,919			25,207
AVERAGE DAILY QUANTITIES (Past Week)	---	---			---
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	---	---			---
NUMBER OF SHIFTS PER DAY	---	---			---
HOURS PER SHIFT	---	---			---

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9440 A	9440	6493 A	6493 B	9439 A	9439		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Cloudy			Bridge Number — Bridge Name
MONDAY 26	Overcast			9440 A — Leland Road South Bound
TUESDAY 27	Fair			9440 — Leland Road North Bound
WEDNESDAY 28	Fair			6493 A — Grave Creek North Bound
THURSDAY 29	Cloudy			6493 B — Grave Creek Frontage Road
FRIDAY 30	Overcast			9439 A — Sunny Valley Interchange South Bound
SATURDAY 31				9439 — Sunny Valley Interchange North Bound

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	
MONDAY 26	No Work
TUESDAY 27	No Work
WEDNESDAY 28	No Work
THURSDAY 29	No Work
FRIDAY 30	No Work
SATURDAY 31	

REMARKS

No work this past week. Office crew working on semi-final estimates

SIGNED H. E. Roberts LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

I-5-2(48)72

Form CD-121 (11-63) (Prior by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6645

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 28, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Acting Division Engineer

SUBJECT: Summary Report
Statewide Inspection-in-Depth
Progress and Final Record Samples

We have now completed our Statewide inspections-in-depth covering the "Progress and Final Record Sampling" phase.

Our engineers have inspected three construction projects and the central laboratory relating to this phase. The projects inspected were I-80N-7(15)320, I-5-2(48)72, and I-405-8(9)302. Inspections on these projects were considered representative of progress and final record sampling procedures in 4 of the 6 State divisions.

You were furnished copies of the reports for each project. Individual project deficiencies have been discussed with your field personnel, and, where warranted, you have been advised verbally and by letter.

While the projects inspected were limited in number, our review indicates certain items were of sufficient importance to warrant action on a Statewide basis. This is necessary to prevent recurrence of similar situations on future projects and to assure uniform procedures relating to progress and final record sampling throughout the State.

Listed below are items which we feel warrant attention on a Statewide basis:

1. The minimum frequency schedule for progress and final record samples, which has recently been revised, should be furnished to all employees involved in this phase of project control, including Central Laboratory personnel. Appropriate instructions should be issued to assure full compliance with the minimum frequency schedule.

2. Procedures should be standardized throughout the State relative to maintaining necessary control over taking of progress and final record samples. We, of course, feel that this control should be maintained at the project level by the Resident Engineer.

(more)

cc Edw. V. Morgan
to R/D ans.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

3. Our inspections revealed that progress and final record sampling frequencies were more generally deficient on structural items than on other items. Corrective measures should be taken to assure full compliance on all items, with particular emphasis on bridge items.

4. Personnel present and eligible to take or witness progress and final record samples should be clearly shown on test result sheets.

5. Copies of all progress and final record sample results should be furnished this office.

6. The materials certification should be revised to include a statement to the effect that progress and final record sampling has been accomplished in accordance with the minimum frequency schedule.

We feel that if these items are incorporated with your present procedures that your control of this phase of construction will meet the intent of PPM 20-6.2.

We wish to extend our appreciation for the cooperation we received from your project, division, central laboratory, and headquarters personnel in making these inspections. We are particularly appreciative of the assistance of Mr. M. D. Glenn of your Construction Division, who accompanied and assisted our inspection team.

Your comments relative to the items listed above would be appreciated. We are hopeful that these items will be effected prior to the beginning of next construction season.

RECEIVED
DEC 22 1966

FOR FILING
I-5-2(48)72
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

SUBJECT: Final Inspection
Graves Creek Section
Pacific Highway
Contract No. 6643

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

On Thursday, December 15, 1966, the following personnel made a final inspection of the Graves Creek Section of the Pacific Highway:

M. E. Martin	District Engineer, Bureau of Public Roads
Paul Reidl	Area Engineer, Bureau of Public Roads
J. McNamee	Ass't. Resident Engineer, OSHD
G. E. Roberts	Resident Engineer, OSHD
John Quiner II	Ass't. Division Engineer, OSHD
J. H. Walker	Ass't. Construction Engineer, OSHD

NOTED
F. B. KLABOE

It was the opinion of all concerned that this project could be accepted as completed with exception of the following:

Plastic covers are still over the guard rail blocks. The blocks appear to be saturated with preservative and it has bled onto the top and sides of these blocks. It is a near certainty that when the plastic covers are removed, the preservative will bleed and splatter over the painted rail. Prior to acceptance, the plastic bags must be removed and the State must be assured that no bleeding or splattering will occur which will discolor the rail.

Another problem which must be resolved is the excess crushed base rock material in stockpile which remains on the project. There was an error in the bid quantities and the contractor had crushed over the amount actually needed prior to the discovery of the error in quantity. This material at present is on the contractor's leased land. To date this problem is unresolved.

John H. Walker
Assistant Construction Engineer

JHW:fp
cc F. B. Klaboe
LH.Young
A. W. Parsons
L. R. Chandler
G. E. Roberts

RECEIVED
DEC

RECEIVED
SEP 30 1966
FOR FILING

I-5-2 (48) 7.2
6643

September 26, 1966

NOTED
F. B. KLABOE

1044

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Grave Creek Section
Progress and Final Record
Sampling

Dear Sir:

As requested in your letter of September 15, following are our comments on the findings and recommendations of the Inspection-in-Depth Report on the Grave Creek Section of the Pacific Highway:

1. Your report states that the record sampling program is adequate as far as roadway items are concerned but is considered weak on items relating to bridge construction. You recommend that steps should be taken to assure full compliance with minimum record sampling frequencies as set up.

A letter has already been prepared and forwarded to those concerned at the Division level instructing them to comply with the sampling requirements. Shortly, a revised schedule of sampling frequencies along with instructions will be sent to the field which should further clarify this problem.

2. The report states that the check list maintained by Division personnel should be expanded to include bridge items as well as the roadway items.

The Division has been contacted and the Division personnel in charge of record sampling has been instructed to include the bridge items in their check list for record sampling.

3. The report states that the finding was that occasionally the Division Engineer or one of his assistants were requested to witness record sampling.

Your recommendation was that this practice does not comply with the intent of the record sampling program and should be discontinued.

Since the report was sent out, this phase was discussed with Mr. Gorton Brooks of your office and, subsequently, it has been decided that it is not out of line to allow the Division Engineer or his assistants to witness record sampling if it is necessary and expedient that it be done. However, it is agreed this practice should be kept to a minimum and only done if conditions warrant.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. M. Young
L. R. Chandler

JHW:bjm srb

Form 08-721 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 15, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(48)72
Grave Creek Section
Inspection-in-Depth (Record Sampling)
(Segment of Statewide Inspection-in-Depth)

Attached is an inspection-in-depth report on progress and final record sampling procedures on subject project. The findings and recommendations are outlined in the report. The deficiencies noted were discussed with your representatives during the inspection with assurance given that corrective action would be initiated.

May we have your comments on the findings and recommendations.

Enclosure

REFERRED TO
Morgan w/encl.
BY ASST. STATE HWY. ENGR.

copy of letter going 9-19-66

RECEIVED
SEP 19 1966
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

#35-66-EID(5)22

FORM FR-33D (REV. 10-68) cc: OSHD(Klaboe)
Region (3 cys)
Admin - Wash DC thru Region
Mgr - File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

rc

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Josephine	I-5-2(48)72

DATE OF INSPECTION	PHASE(S) INSPECTED
8-23-66	Progress and final record sampling

INSPECTION MADE BY	IN COMPANY WITH
Glenn K. Hossner, Area Engr John J. Hegmann, Area Engr	P. V. Riedl, Area Engr, BPR L. R. Chandler, Div Engr, OSHD M. D. Glenn, Field Testing Engr, OSHD G. E. Roberts, Res Engr, OSHD W. Maude, Asst Div Geologist, OSHD J. McNamee, Asst Res Engr, OSHD

REPORT PREPARED BY
Glenn K. Hossner and John J. Hegmann, Area Engrs

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
C. R. O'Neil & Hamman Bros. Co. Creswell, Oregon	$ 1,670,635.50
	PROJECT STATUS (% comp.) 70%

LOCATION The northerly end of the project is located at Sta 375+00, which station is located approximately 13.3 miles north of the NCL of Grants Pass, Oregon in Josephine County. The project extends in a southerly direction to end Sta 476+00, a distance of 1.94 miles. The new project follows the existing alignment of F. A. 99.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

GRAVES CREEK SECTION
INTERSTATE ROUTE 5

A. SCOPE OF INSPECTION

This inspection covered progress and final record sampling on subject project. The inspection included a comprehensive review of progress and final record sample results on this project, as well as progress and final record sampling procedures for Division III.

B. FINDINGS AND RECOMMENDATIONS

1. Finding

Division III's record sampling program is generally adequate to provide necessary coverage of the roadway items, but is very weak on items relating to bridge construction. This was particularly apparent on subject project which included construction of six concrete structures containing approximately 3100 cubic yards of Class "A" concrete.

(more)

Record samples were taken of each gradation of the concrete aggregates obtained from the Cow Creek source and of the Graves Creek sand. However, there were no concrete cylinder breaks which qualified as record samples, nor were record samples taken of the concrete aggregates obtained from the commercial concrete redi-mix plants. Too, record samples were not taken of the cement.

Recommendation

Necessary steps should be taken to assure full compliance with minimum record sample frequency requirements on both roadway and bridge items. The State representatives indicated that a letter would be prepared to their Resident Engineers, and in particular the Bridge Residents, reminding them of their responsibilities in this regard.

2. Finding

The Assistant Division Geologist maintains a check list for each Federal-aid project listing necessary roadway items (bridge items not included) requiring record sampling, the minimum number required, and a current record of the status of the record sampling.

Recommendation

It is recommended that this check list be expanded to include all items requiring record sampling, and that such a check list be maintained by the Resident Engineer in charge of project.

3. Finding

Division Engineer Chandler indicated that occasionally he or one of his assistants are requested to witness the taking of a sample, or casting of concrete cylinders, and that such sample is designated as a record sample. This generally happened if one of the above was on the project at the time a concrete pour was being made, and then only on an infrequent basis.

Recommendation

The above practice does not comply with the intent of the record sampling program. Only samples taken or witnessed by personnel not directly associated with the project are eligible for use as record samples. The practice of designating samples witnessed by the State Division Engineer, or one of his assistants, as record samples should be discontinued.

(more)

C. GENERAL REMARKS

Although this project did not meet the minimum frequency requirements for record samples relating to structure work, we were informed by Division III representatives that this project did not totally reflect the normal Division III handling of record sampling. Apparently some of the Bridge Resident Engineers are conforming with the record sampling requirements. We were also assured that immediate steps would be taken at the Division level to obtain full compliance with record sampling requirements on all phases of construction on Federal-aid projects.

RECEIVED
SEP 20 1966
FOR FILING

I-5-2(48)72

Form CS-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6643

Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 15, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(48)72
Grave Creek Section
Inspection-in-Depth (Record Sampling)
(Segment of Statewide Inspection-in-Depth)

Attached is an inspection-in-depth report on progress and final record sampling procedures on subject project. The findings and recommendations are outlined in the report. The deficiencies noted were discussed with your representatives during the inspection with assurance given that corrective action would be initiated.

May we have your comments on the findings and recommendations.

Enclosure

REFERRED TO
Morgan Wenet.
BY ASST. STATE HWY. ENGR.

copy of letter young
9-19-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

#35-66-FID(5)22

FORM PR-33D (REV. 10-68) cc:OSHD(Klaboe) Region (3 cys) Admin Mgr Wash DC thru Region Rile 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

rc

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Josephine	I-5-2(48)72

DATE OF INSPECTION	PHASE(S) INSPECTED
8-23-66	Progress and final record sampling

INSPECTION MADE BY	IN COMPANY WITH
Glenn K. Hossner, Area Engr John J. Hegmann, Area Engr	P. V. Riedl, Area Engr, BPR L. R. Chandler, Div Engr, OSHD M. D. Glenn, Field Testing Engr, OSHD G. E. Roberts, Res Engr, OSHD W. Maude, Asst Div Geologist, OSHD J. McNamee, Asst Res Engr, OSHD

REPORT PREPARED BY: Glenn K. Hossner and John J. Hegmann, Area Engrs

PROJECT INCLUDES: ☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
C. R. O'Neil & Hannan Bros. Co. Creswell, Oregon	$ 1,670,635.50
	PROJECT STATUS (% comp.) 70%

LOCATION: The northerly end of the project is located at Sta 375+00, which station is located approximately 13.3 miles north of the NCL of Grants Pass, Oregon in Josephine County. The project extends in a southerly direction to end Sta 476+00, a distance of 1.94 miles. The new project follows the existing alignment of U.S. 99.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

GRAVES CREEK SECTION
INTERSTATE ROUTE 5

A. SCOPE OF INSPECTION

This inspection covered progress and final record sampling on subject project. The inspection included a comprehensive review of progress and final record sample results on this project, as well as progress and final record sampling procedures for Division III.

B. FINDINGS AND RECOMMENDATIONS

1. Finding

Division III's record sampling program is generally adequate to provide necessary coverage of the roadway items, but is very weak on items relating to bridge construction. This was particularly apparent on subject project which included construction of six concrete structures containing approximately 3100 cubic yards of Class "A" concrete.

(more)

Record samples were taken of each gradation of the concrete aggregates obtained from the Cow Creek source and of the Graves Creek sand. However, there were no concrete cylinder breaks which qualified as record samples, nor were record samples taken of the concrete aggregates obtained from the commercial concrete redi-mix plants. Too, record samples were not taken of the cement.

Recommendation

Necessary steps should be taken to assure full compliance with minimum record sample frequency requirements on both roadway and bridge items. The State representatives indicated that a letter would be prepared to their Resident Engineers, and in particular the Bridge Residents, reminding them of their responsibilities in this regard.

2. Finding

The Assistant Division Geologist maintains a check list for each Federal-aid project listing necessary roadway items (bridge items not included) requiring record sampling, the minimum number required, and a current record of the status of the record sampling.

Recommendation

It is recommended that this check list be expanded to include all items requiring record sampling, and that such a check list be maintained by the Resident Engineer in charge of project.

3. Finding

Division Engineer Chandler indicated that occasionally he or one of his assistants are requested to witness the taking of a sample, or casting of concrete cylinders, and that such sample is designated as a record sample. This generally happened if one of the above was on the project at the time a concrete pour was being made, and then only on an infrequent basis.

Recommendation

The above practice does not comply with the intent of the record sampling program. Only samples taken or witnessed by personnel not directly associated with the project are eligible for use as record samples. The practice of designating samples witnessed by the State Division Engineer, or one of his assistants, as record samples should be discontinued.

(more)

C. GENERAL REMARKS

Although this project did not meet the minimum frequency requirements for record samples relating to structure work, we were informed by Division III representatives that this project did not totally reflect the normal Division III handling of record sampling. Apparently some of the Bridge Resident Engineers are conforming with the record sampling requirements. We were also assured that immediate steps would be taken at the Division level to obtain full compliance with record sampling requirements on all phases of construction on Federal-aid projects.

SEP 4 1966

I-5-2(48)72

Form DOT-F 1320.1 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6643 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(48)72, Grave Creek Section
Extra Work Order No. 8

We are returning the above-mentioned Extra Work Order unapproved. In checking with the State Right of Way Division, it was found that this building was sold by the property manager on August 31 to Mr. Price.

The purchaser is to remove the building within 20 days, thus the work contemplated under this order will not be required.

Enclosure

REFERRED TO
Yours w/encl.
By Asst. State Hwy. Engr.
9-14-66

RECEIVED
SEP 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-800-6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Grave Creek — Date August 12, 1966

Highway Pacific — Contract No. 6643

County Josephine — Prefix 617-1065

Contractor C. R. O'Neil and Hannan Bros. Co. — F. A. Project No. I-5-2(48)72

Address Rt. 2, Box 95, Creswell, Oregon — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove log grange hall on the Frank Price property. Haul building materials to site at which it can be burned and burn same. Clean up foundation and dispose of same.

Location by station numbers: Building located Right of Station "G" 21+50

Estimate of quantities and cost: Lump Sum estimate of cost.

Labor - - - - - - - - - -	$375.00
Equipment Rental - - -	490.00
	$865.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This building purchased from owner by Court proceedings under Case Number 65-319-L and it is deemed advisable to dispose of this building.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,003,214.71
Present estimate of project cost, including $865.00 for work under this order	$2,003,214.71
Expected under-run / over-run amount	$ none
Expected under-run / over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [redacted]

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form E-906—634

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 5 1966 WE Martin
Title Division Engineer
U.S. Bureau of Public Roads

Project Name ..... Grave Creek Section ..... Date ..... June

Highway ..... Pacific ..... Contract No. 6643

County ..... Josephine ..... Prefix 617-1065

Contractor ..... C. R. O'Neil and Hannan Bros. Co. ..... F. A. Project No. ..... I-5-2(48)72

Address ..... Rt. 2, Box 95, Creswell, Oregon ..... Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place coarse riprap material in Grave Creek below existing structures to prevent scour and prevent creek from undermining existing bridge footings.

Location by station numbers:

Riprap to be placed right (downstream) of Station 424+00.

Estimate of quantities and cost:

Labor	$ 1,980.00
Equipment rental	3,820.00
Total Estimated Cost	$ 5,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The rock required for this work shall be of a size of 1/2 to 1 cu.yd. each, no fines and 50% of the rocks shall be larger the 3/4 cu.yd. To secure this size of riprap will require special sorting in the quarry. Rock to come from Chancellor Quarry opposite mile post 255.41 with a haul distance of approximately 12.5 miles.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 2,003,214.71

Present estimate of project cost, including $ 5,800.00 for work under this order $ 2,003,214.71

Expected under-run / over-run amount . . . . . $ None

Expected under-run / over-run per cent . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. E. Roberts, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer or Other Engineer

SP-6291-734

okid L Young 7-12-66

Form E-206—534

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G-1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Approved
APR 28 1966
ME Martina
U.S. Dist. Engineer
U.S. Bureau of Public Roads

Project Name Grave Creek Section Date April 18, 1966

Highway Pacific Contract No. 6643

County Josephine Prefix 617-1065

Contractor C.R. O'Neil & Hannan Bros. Co. F. A. Project No. I-5-2(48)72

Address Route 2 Box 95, Creswell, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate or lower 3/4" water line and 6" irrigation pipe.

Location by station numbers:

"G" 7+10 & "G" 20+40

Estimate of quantities and cost: Lump Sum Estimate

Labor - - - - - - - - - - - -	$ 250.00
Materials- - - - - - - - - - -	235.00
Equipment- - - - - - - - - - -	200.00
Total	$ 685.00

(Standard Equipment rental rates to apply to this order)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It is necessary to lower the above pipes so that the required grade can be obtained on the "G" Line. The words, "Extra Work", is also noted on the Construction plans, for this work.
No work covered by this order has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,003,214.71	
Present estimate of project cost, including $ 685.00 for work under this order	$2,003,214.71	
Expected under-run / over-run amount	$ None	
Expected under-run / over-run per cent	None	

Submitted by: /s/ Glenn E. Roberts, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Office Engineer

SP-521-734

Voucher 5-6-66

Form S-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
Date APR 21 1966 ME Martin
G-D1-P
U.S. Bureau of Public Roads

Project Name Grave Creek **Date** April 18, 1966

Highway Pacific **Contract No.** 6643

County Josephine **Prefix** 617-1065

Contractor C. R. O'Neil & Hannan Bros. Co. **F. A. Project No.** I-5-2(48)72

Address Rt. 2, Box 95, Creswell, Oregon **Order No.** 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Open up and pioneer slides at various places throughout the project so regular grading equipment can be used to reasonable advantage. Perform the necessary clearing and grubbing work involved in slide areas. And also clean up fallen trees caused by winter storms.

Location by station numbers:

378 - 413

Estimate of quantities and cost: Lump Sum Estimate

Labor	$ 500.00
Equipment Rental	500.00
Total	$1,000.00

(Standard equipment rental rates to apply to this order.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slides and fallen trees, caused by winter storms, on this project must be removed. This order to cover only the opening up of the slide areas so regular grading equipment can be used. No work covered by this order has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,003,214.71
Present estimate of project cost, including $1,000.00 for work under this order	$2,003,214.71
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts — Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Division Engineer

Asst.

Approved /s/ L. H. Young — Deputy State Highway Engineer. ~~Assistant State Highway Engineer~~ or Office Engineer.

5-3-66

State Printing

RECEIVED
APR 12 1966
FOR FILING

I 5-2(41) 72
6643
.MFM

NOTED
R.L PORTER

NOTED
F. B. KLABOE

PMT MED RSB 138 4-11-66 10-26AM

R. L. PORTER

CC - GLENN ROBERTS
C. R. O,NEIL
WARREN NORTHWEST

RE YOUR LETTER OF APRIL 9TH IN REGARD TO POTENTIAL ROILING OF THE ROGUE RIVER FROM A CRUSHING OPERATION AT GRAVE CREEK. BOTH C. R. D,NEIL, PRIME CONTRACTOR, AND WARREN NORTHWEST, SUBCONTRACTORS FOR THE CRUSHING OPERATION, HAVE BEEN ADVISED SEVERAL TIME OF THEIR RESPONSIBILITIES AND INTEND TO AVOID TROUBLE IF POSSIBLE. THE SITUATION DOES INVOLVE THE STATE HIGHWAY CONTRACT AT GRAVE CREEK AND THE AGGREGATE SOURCE IS A PRIVATELY OWNED BAR IMMEDIATELY DOWN STREAM FROM I-5. I HAVE ALSO TODAY DISCUSSED THE MATTER WITH MR. BAUER AND MR. VAUGHN, LOCAL REPRESENTATIVES OF THE FIST AND GAME COMMISSION.

L. R. CHANDLER
SB03..1.

RECEIVED
APR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1966
FOR FILING
I-5-2(4x)72
664

March 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the maintaining of detours, from Stations 380 to 422+50 and Stations 434 to 445 on the Grave Creek Section of the Pacific Highway in Josephine County, Contract No. 6643 in connection with Federal-Aid Project No. I-5-2(48)72.

This work is necessary to maintain detours in a satisfactory condition to handle traffic. The detours were constructed in accordance with the Plans and Specification and were accepted for traffic. The contractor does not use the detours for contract work. They are used only for legal public traffic.

This work was tentatively approved by the B.P.R. District Engineer. Your approval retroactive to December 9, 1965 is requested. Prior approval was not requested earlier due to misunderstanding concerning contractor's obligation vs. State's obligation for this maintenance work which was not resolved until after work was started.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

RECEIVED
MAR 1 - 1966
FOR FILING

I-5-3(41)7
6643

February 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering maintenance of detours satisfactory for traffic on the Grave Creek Section of the Pacific Highway in Josephine County, Contract No. 6643 in connection with Federal-Aid Project No. I-5-2(48)72.

This Extra Work Order is to cover cost of extra work involved in maintaining detours in satisfactory condition for traffic. The detours were constructed as per plans and accepted for traffic. Section 7-31 of Standard Specifications relieves the contractor of maintaining completed sections of roadway which are accepted for traffic.

Work under this Extra Work Order was started on December 9, 1965. The contractor is not using the detour for contract work. The use of this detour is for highway traffic.

This extra work was tentatively recommended for approval by the BPR District Engineer. It is requested that retroactive approval to December 9, 1965 be authorized. Prior approval was not requested earlier, since misunderstanding concerning contractor's obligations vs. State's obligations for this maintenance work was not resolved until after work had commenced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:mb
Att.

RECEIVED
DEC 27 1965

FOR FILING
(11-63)
(Prcw. by A.O. 206-10)
6643

UNITED STATES GOVERNMENT

Memorandum

KLH80E

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, [illegible]
Salem, Oregon [illegible]

DATE: December [illegible]

In reply refer to: 08-35.DB-[illegible]

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(48)72
Grave Creek Section of the Pacific Highway
State Force Order No. 3

Reference is made to your letter dated December 7, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too xmall to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
Jung w/ encl.
By Asst. State Hwy. Engr.
12-27-65

RECEIVED
DEC 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—Slf

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Grave Creek Section Date November 29

Highway Pacific Contract No. 6643 F. A. Project No. I-5-2(4

County Josephine Prefix 617-1065 Account No. 274 - 03

Description of Work To Be Done:

Furnish and install flashing lights, Type II barricades, portable barricades and put lights on the barricades. Flashing light at Sta. 382 to be operated by batteries and lights 438 to 462 to be connected to power line. Install necessary poles to distribute electricity.

Location by Station Numbers:

Battery operated light to be located at Sta. 382 and electrical-operated lights and barricades at 438 to 462.

Estimate of Quantities and Costs:

Labor	$1,425.00
Equipment Rental	300.00
Materials	275.00
Total Estimated Cost	$2,050.00

Explanation: This work to be done by State forces as material used is on hand and there will be no direct charge for same. Lights and barricades are advisable in order to channel traffic from four lane to two lane and from two lane back to four lane at both north & south end of project. Maintenance of same can better be done by State forces while maintaining highway during winter months.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,003,214.71
Present estimate of project cost, including $2,050.00 for work under this order	$2,003,214.71
Expected under-run / over-run (amount)	$ None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts
Glenn E. Roberts — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. — Division Engineer

Approved: /s/ L. H. Young — Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-123X 50M 2-65

RECEIVED
NOV 23 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(48)72
6643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 18, 1965

Pacific Power and Light Company
COOS Division
216 West Main Street
Medford, Oregon

ATTENTION: Mr. T. H. Ness

Gentlemen:

RE: Revised Reimbursement Percentage
Pacific Power & Light Company Relocation
Graves Creek Section
Pacific Highway - Josephine County
Project No. I-5-2(48)72
Contract No. 6643

Please refer to your letter dated November 5, 1965 in which you request reimbursement for the cost of adjusting pole No. A-3439 which was listed in our Staff Attorney's letter of May 13, 1965 as being on public road right of way.

A check of the easement attached to your above-mentioned letter and a further investigation of the records confirms your finding that this pole originally occupied private property and therefore, the cost of its adjustment would be reimbursable.

We further concur the State will reimburse Pacific Power and Light Company 5/14 or 35.7 per cent of the total actual cost of this relocation as detailed in your letters of November 5, 1965 and June 17, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Pacific Power & Light Co.
Portland, Oregon

bc A. W. Parsons (2)
F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
G. E. Roberts
J. E. Holcomb

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1965
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date NOV 5 1965 By M E Martin
Title Asst Engr
U.S. Bureau of Public Roads

I-5-2(48)72
6643

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Grave Creek Section — Date November 3, 1965
Highway Pacific — Contract No. 6643
County Josephine — Prefix 617-1065
Contractor C. R. O'Neil and Hannan Bros. Co. — F. A. Project No. I-5-2(48)72
Address Rt. 2, Box 95, Creswell, Oregon — Order No. 3 G1-P

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install temporary signing on detours that will be in use all or part of the coming winter months.

Location by station numbers:

Where needed throughout the project.

Estimate of quantities and cost:

Labor	$350.00
Equipment Rental	75.00
Material	500.00
TOTAL	$925.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary as a safeguard to traffic and having a uniform procedure for handling same over detours. All signs to meet State standards for color and size, and are to be erected to State standards.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2003,214.71
Present estimate of project cost, including $ 925.00 for work under this order	$ 2003,214.71
Expected under-run / over-run amount	$ NONE
Expected under-run / over-run per cent	NONE

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts, Resident Engineer
Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer
Approval Recommended: /s/ Carl M. Williams, Division Engineer
Approved /s/ L. H. Young, Deputy State Highway Engineer ~~Chief Engineer~~ Office Engineer.

State Printing

11-22-65

RECEIVED
NOV 2 - 1965

FORM CO-162 (11-63) (Pres. by A.O. 206-10)

I-5-2
(48) 72
664

UNITED STATES GOVERNMENT

Memorandum

KLH BOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 27, 1965

In reply refer to 08-35.4-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon I-5-2(48)72
Grave Creek Section - Pacific Hwy.
State Force Order No. 2
Temporary striping of pavement

Reference is made to your letter dated October 18, 1965 concerning the subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The work needs to be performed in stages as the contractor's work progresses and necessity arises in order to provide for the safety and guidance of the traveling public. The uncertainty as to the extent of striping required and new imposed traffic patterns would tend to result in excessively high bid prices if the work were undertaken under a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
L. Jones w/encl.
BY ASST. STATE HWY. ENGR.
11-1-65

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-103—8M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 6 1965 By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Grave Creek Section Date October 1, 1965

Highway Pacific Contract No. 6643 F. A. Project No. I-5-2(48)72

County Josephine Prefix 617-1065 Account No. 278-02

Description of Work To Be Done:

Temporary striping

Location by Station Numbers:

Detours and where needed throughout the project.

Estimate of Quantities and Costs:

Labor	$ 750.00
Equipment Rental	250.00
Material	75.00
Total Est. Cost.	$1,075.00

Explanation: No provision in the contract for this work to be performed by contractor and he is not equipped to perform same. No work covered by this order has been started but it is anticipated that some will be necessary in a few weeks. No provision for this work has been included in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,003,214.71
Present estimate of project cost, including $1,075.00 for work under this order	$2,003,214.71
Expected under-run / over-run (amount)	$ None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 6 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-1-2(4)12
6643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

NOTED
F.B. KLABOE

RE: Concrete Aggregates
Graves Creek and Cow Creek Sources

PROJECT	CONTRACT NO.
Graves Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Grave Creek	6490
Glendale Jct.-Coyote Cr.	6519
Canyon Creek Pass-Azalea	6548
Canyonville-Bear Gulch	6571
Azalea-Glendale Jct.	6578
Grave Creek	6643

Considerable difficulty has been encountered obtaining both the specified strengths and the 5 - 8 per cent entrained air on the concrete for structures on the above-named projects. Placing of P.C.C. pavement to be done next spring will also utilize aggregates from the Cow Creek source. The results of field and laboratory tests are contained in the attached reports by Mr. O. A. White, Engineer of Materials and Research.

The results of these tests indicate that consistent strengths above 3300 psi cannot be obtained using these aggregates at any air content. Consistent strengths of course are of primary importance. There are, however, other benefits derived from entrained air which are desirable, especially on structures. One of these is the resistance to the action of salts.

Although freeze and thaw cycles are relatively few in the locale where these aggregates are to be used, the roadways, curbs and sidewalks of structures are the first to be affected by these cycles and are the only areas where salt will be used as a safety measure by our maintenance forces. This factor therefore is of considerable concern to our Bridge Department.

Your concurrence in the following course of action is therefore requested:

1. Reduction in specified entrained air content from 5 - 8 per cent to 3% ± 1%. The results of tests taken on a sufficient number of additional pours on structures observed to determine if specified strengths can be consistently obtained.

2. If specified strengths are not substantially maintained, we will then determine what additional corrective measures are to be made.

Laboratory tests indicate strengths can be obtained by eliminating the air entrainment entirely. This would be most effective on the P.C.C. pavement where the use of salt is not used extensively and, as it will not be placed until next spring, we should have sufficient time to review the results reducing the air content. The air content specified for P.C.C. pavement is 3 - 6% and the deleting of this specification possibly would not be required.

There are surface treatment which can be applied to the affected areas of structures to resist the action of salts. The type of treatment, how extensive it will have to be applied, and additional costs involved can then be determined if the specified strengths cannot be maintained at the reduced air content.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

MDG:fp
Enc.
cc F. B. Klaboe
L. P. Shaw
Ivan Merchant
A. A. Rear
O. A. White

RECEIVED
OCT 8 1965
OFFICE
STATE HIGH

RECEIVED
OCT 4 1965
FOR FILING
I-5-2(118)Y2
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources

REF: Memo Dated September 10, 1965

Referenced memo indicates 7 day strength tests on concrete using washed and unwashed Cow Creek aggregate (Chart III). Twenty eight days strength tests have been made. The results are as follows:

	Washed	Unwashed
	3075 p.s.i.	2880 p.s.i.
	3255 p.s.i.	3090 p.s.i.
Average	3165 p.s.i.	2985 p.s.i.

Also, 7 day strength tests were indicated on concrete using Graves Creek Material without air entraining agent. Twenty eight day test results are:

	4935 p.s.i.
	4830 p.s.i.
Average	4880 p.s.i.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources.

Project	Contract No.
Grave Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Grave Cr.	6490
Glendale Junction-Coyote Cr.	6519
Grave Cr.	6643
Canyon Cr. Pass-Azalea	6548
Azalea-Glendale Jct.	6578
Canyonville-Bear Gulch	6571

Considerable difficulty has been encountered in obtaining the combination of specified strengths and air content in concrete for subject projects. The attached charts show results of tests on specimens received from the field and those made in the Laboratory. The charts include only the results of tests on specimens in which Cow Creek and Graves Creek material were used and in which the cement contents are comparable.

This is not intended as a treatise on air entrainment. However, there are some facts concerning air entrainment that must be considered in a satisfactory resolvement of the current problem. These facts are:

1. The value of entrained air in increasing durability is not directly proportional to the air content. The value becomes apparent between 5 and 9 percent entrained air.

2. The value of entrained air in increasing durability decreases as the cement content increases. Concrete with cement contents above 6.5 sks. per yard are not appreciably benefited by entrained air.

3. Strength of concrete decreases with increased air content. The decrease in strength can be counteracted upon by reduction of sand content and reduction of water - cement ratio. The increased strength resulting from decreased W/C will, in general, equal the loss of strength resulting from entrained air in quantities up to 4 to 5 percent. The slope of the strength - air content curve and the location of the curve on the chart will vary with use of different aggregates and different cements at constant cement content.

NOTED
LLOYD P. SHAW

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

Chart I shows the results of 28 day tests on 35 cylinders submitted from the project. Type of aggregate, type of cement, cement content, and slump are constant within practical production limits. The circled points are averages of strengths at a given air content. The trend curve indicates that it is possible to obtain an average 3300 p.s.i. concrete with 4% air at 6.3 sks. cement per yard. Such an attempt, however, will result in some 4.0% of test results below 3300 p.s.i. A higher cement content would probably raise the trend curve to some extent. Chart II, however, does not show an appreciable rise in the trend curve with 7 sks. per yard.

Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

It appears obvious that 6.3 sk. per yard concrete cannot be made with the subject aggregates at any air content without a large percentage of test results below 3300 p.s.i. A higher cement content would probably decrease the percentage below 3300 p.s.i. but the value of any air in concrete with cement content above 6.3 sks. is questionable. Further, the purpose of entrained air is increased resistance to cycles of freezing and thawing and to reactive aggregates. Reactive aggregates are non existent in the sources considered and, the number of freezing and thawing cycles are relatively non existent in the locality considered. It is the opinion of this office that the strength obtained on non air entrained concrete far outweighs any possible advantages that could be obtained with entrained air, low strengths, and high variability in strengths in structure decks and continuously reinforced concrete slabs.

It is therefor recommended that authorization be obtained to strike the requirement for entrained air in concrete made of aggregate from subject sources for subject projects.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chart I.

Concrete Cylinders
Field Submitted
Greve Creek Aggregate

Yield- 6.3 SK.
Cement- Ideal Type I
Slump- 3.0" To 3.75" Reported
Test- 28 Day Strength
Number Specimens- 35

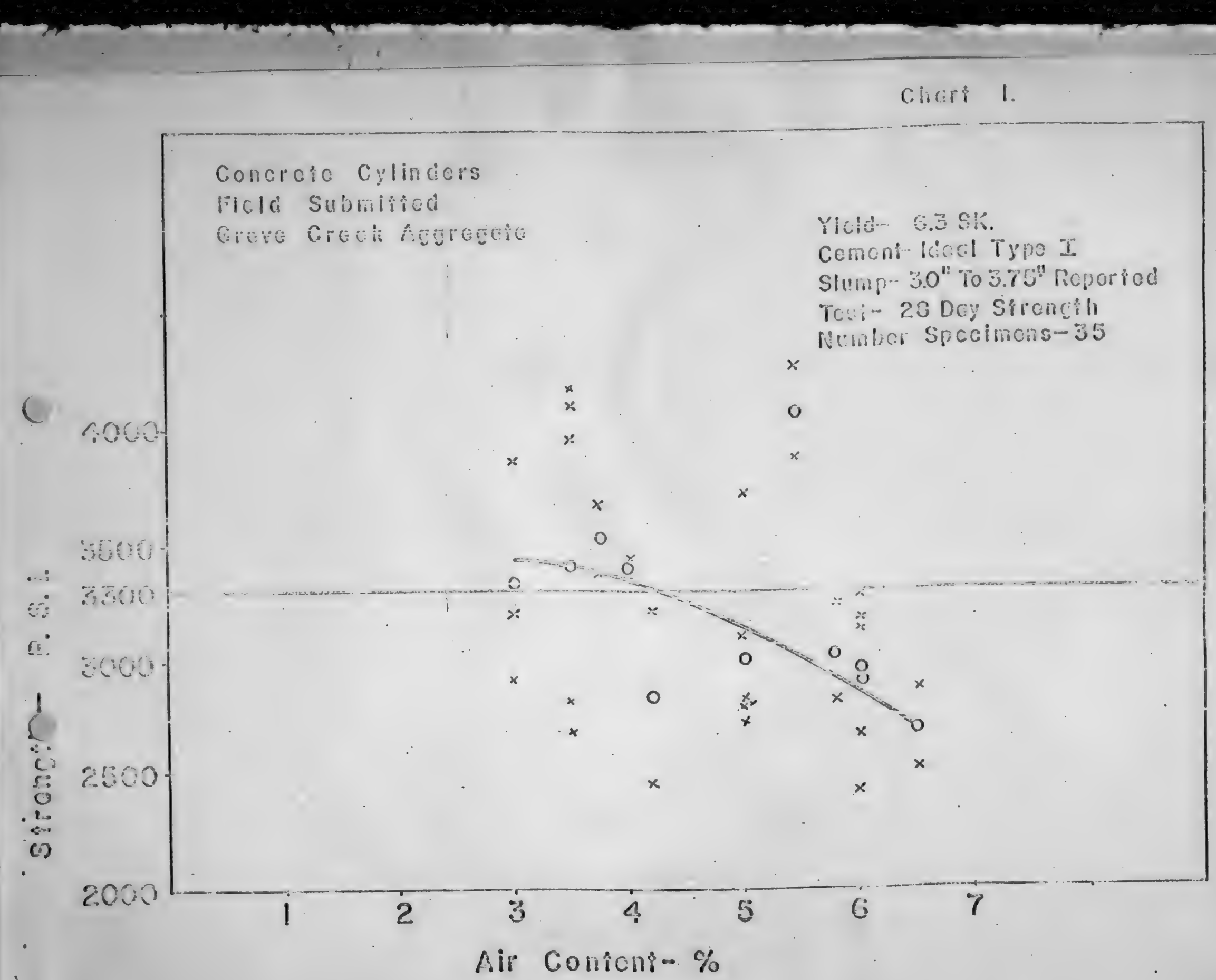


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

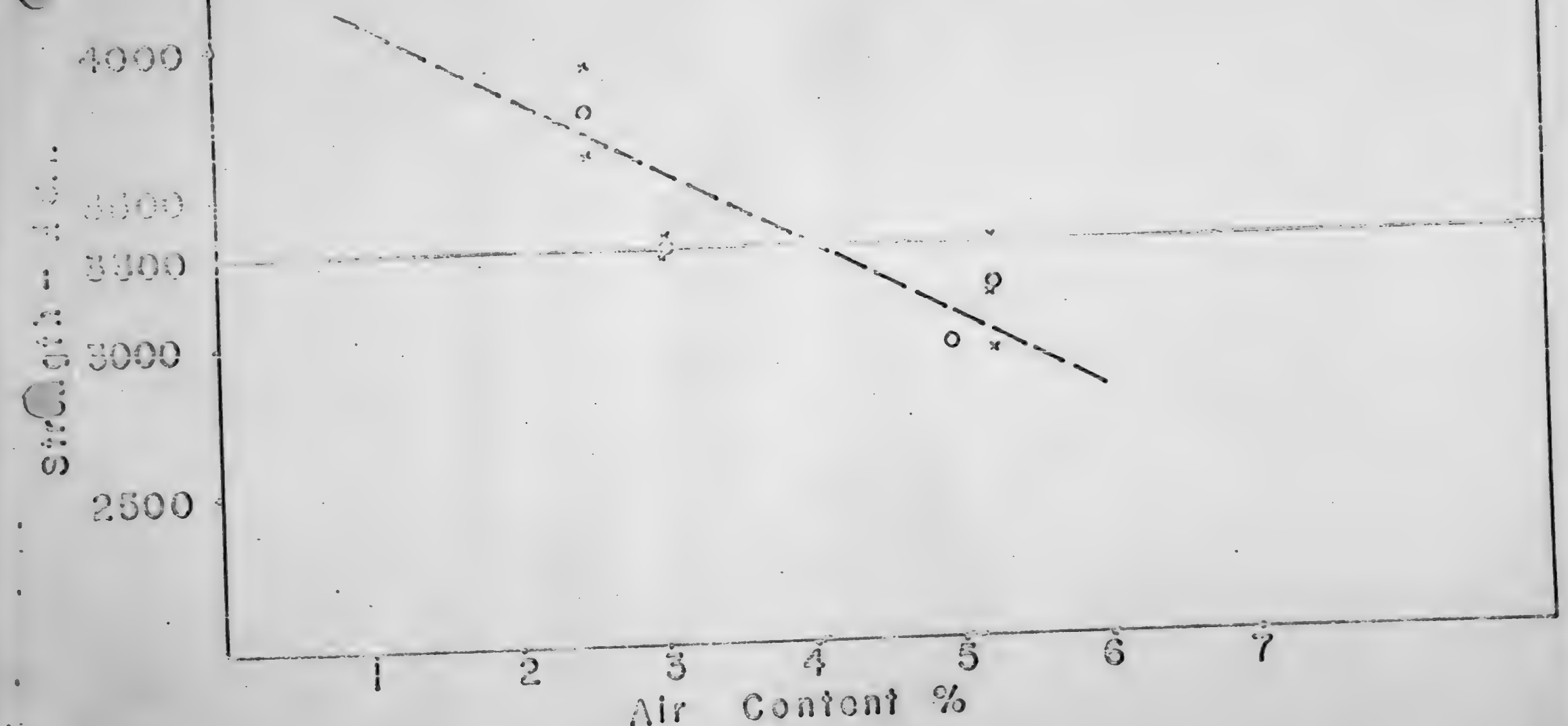
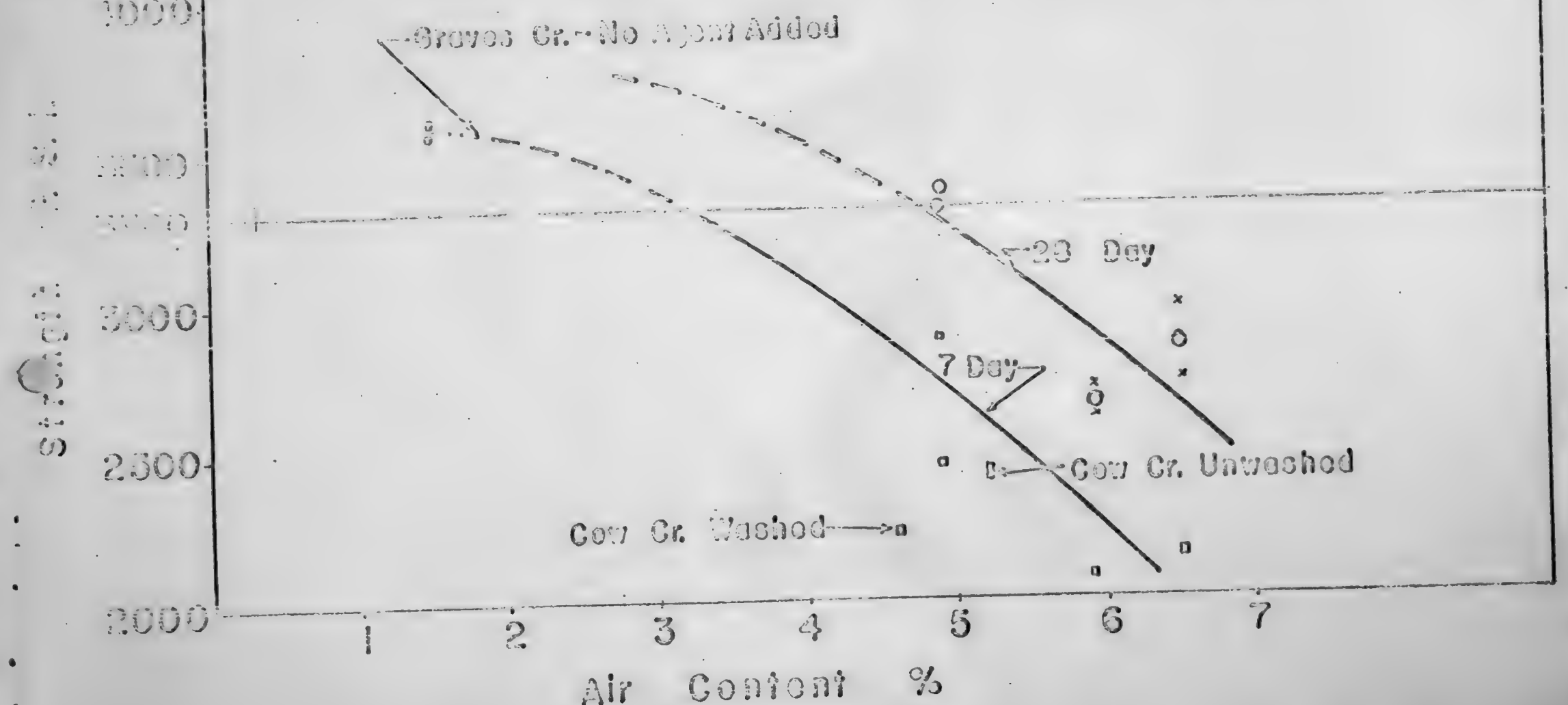


Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement- Ideal Type I
Slump- 2.5" To 3.0" Measured
Tests- 7 Day - - 9 Specimens
28 Day - - 6 Specimens
Unidentified- Graves Cr.
7 Specimens Not yet tested
28 Day



RECEIVED
SEP 27 1965
FOR FILING

1-5-2.(11.)73

SEP 21 1965

32-10

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

The matters of concern to Mr. Hugh Long as once that appropriately should be resolved by him with the State Highway Commission and your advice to him in letter of September 10, 1965, is correct in that respect. This is true regardless of the nature of the means by which he desires improved access to his business property. Nevertheless, his presentations and requests have been reviewed by our Office of Engineering and Operations with our field office in Oregon.

The controlling Federal-aid highway legislation, the regulations issued by the Secretary of Commerce and the policies and procedures otherwise by which the Federal-aid program is administered are all based on the principal that any proposal in regard to or in connection with the design for a Federal-aid highway improvement should be at the option of the State. Even so, we have reviewed this matter and find the determinations of the State with regard to the design for the Interstate highway through the area of Mr. Long's property and with regard to his requests, to have been in consideration of overall public benefit and interest.

It is the intent of all officials responsible for developing our Interstate highways to provide adequate access connections for properties adjacent and nearby, but we must consider also public safety and proper expenditure of public highway monies.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

September 10, 1965

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

Many thanks for your kind letter of September 5. I appreciated hearing from you again and I am grateful for your very kind words concerning the position I have taken on waste in our foreign aid program.

I can understand your deep concern over the problem that confronts you on the highway matter and I am indeed sorry that the situation has not been resolved to your satisfaction.

As I indicated previously, the primary jurisdiction to deal with the problem you outlined rests with the Oregon State Highway Commission and it is quite likely that if an adjustment is made, it will have to be made by the State Highway Commission. Nevertheless, I do not wish to overlook any effort to be of help to you at the Federal level. Therefore, I am asking the Bureau of Public Roads here in Washington, D. C. to give careful study to the views outlined in your letter of September 5 and to advise me as to whether anything can be done to help on your case at the Federal level in light of your most recent comments.

When I hear from the Bureau, I shall write to you again.

With best regards,

Sincerely,

Wayne Morse

WM:so
bcc: Mr. Rex M. Whitton, Administrator

SEP 8 1965

* HOMES
* RANCHES
* BUSINESS

PHONE 479-1918
927 S. E. 7TH ST.
GRANTS PASS, OREGON 97526

Hugh Long "the Locator"

A LICENSED PROFESSIONAL BROKER FOR THIRTY YEARS

September 5,1965

Senator Wayne Morse
417 - C Senate Office Building
Washington, D.C. 20510

Honorable Senator Morse:

Permit me to thank you for your valued letter of the 27th of August, 1965.

I cannot comprehend why a man of Mr. Whitton's evident ability insists that I am demanding access roads directly to the Trading Post from the main stream of traffic moving North and South on Interstate 5. Such an idea would be sheer nonsense.

It is an old and a very good saying that : "If you cannot get over, go over." Due to the construction of Interstate 5 all cars leaving the highway must turn right, and go over, or go under. In the Sunny Valley case the cars must veer to the right and go under.

All that I am requesting is that an approach road out of the South interchange lead directly up to the front entrance of the Trading Post. This is as nearly as the State Highway Department can come in compensating the Trading Post for the great loss in tourist trade that the Post stands to lose when the Highway finally cuts it off from the mainstream of the North and the South bound traffic.

During my dealings with the Oregon State Highway Department -- and the California Highway Department, also - I sometimes wonder if, as they plan their right-of-ways, they ever are mindful of how they may be bringing trouble, real financial trouble, to the owners through whose properties the Highway is literally rammed.

I try to be patriotic and public spirited. In each of the World Wars I was a supervisor of navy construction. In the last War I was in charge of crews that totaled more than 300 mechanics at a time. I have an intimate knowledge of the strain and the responsibility imposed upon one who interprets and pursues a set of plans to the finish, whether it be to the last bit of welding done, or to the last spoonful of cement laid in place.

I have always admired the force and firmness with which you take your stand on national issues. Your recent request for an investigation into the spending in foreign aid is timely and shows good courage. Would that I had the ability to more intelligently and successfully help sustain your hand.

Sincerely,

Hugh Long

Hugh Long.

PRESS

RECEIVED
OCT 20 1965
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project agreement if additiona funds are required.
Date SEP 20 1965 By [signature]
Title Eng. Coordinator
U.S. Bureau of Public Roads

Form B-208—5M

I-5-2(48)72

6643

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Grave Creek Section Date September 20, 1965

Highway Pacific Contract No. 6643

County Josephine Prefix 617-1065

Contractor C. R. O'Neil & Hannan Bros. Co. F. A. Project No. I-5-2(48)72

Address Creswell, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul piling from State stockpile to bridge site.

Equipment rental rates shall be in accordance with the State-AGC agreement and percentages allowable to the contractor in accordance with the special provisions of this contract.

Location by station numbers:

"Ln" 412+84 to "In" 414+52
"Ls" 413+75 to "Ls" 415+50
"In" 422+91 to "In" 425+91
"Fr" 422+37 to "Fr" 425+37
"Ln" 441+24 to "Ln" 442+53
"Ls" 441+17 to "Ls" 442+46

Estimate of quantities and cost:

Equipment Rental	$100.00
Labor	100.00
	$200.00
Allowance	30.00
	$230.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Necessary to splice additional length onto order length piles to obtain required bearing. Unable to get delivery on additonal piling needed in time to keep job going so will use State-owned piling from storage yard. This order is to pay contractor for hauling. Transfer on piling will follow. Telephone approval was obtained from Mr E. G. Ricketts, Assistant Br. Engineer and Roy H. Tokerud, Bureau of Public Roads, on September 20, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,003,214.71
Present estimate of project cost, including $230.00 for work under this order	$2,003,214.71
Expected under-run / over-run amount	$None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer.

State Printing

K-186

* HOMES
* RANCHES
* BUSINESS

PHONE 479-1918
927 S. E. 7TH ST.
GRANTS PASS, OREGON 97526

RECEIVED
SEP 17 1965
LEGAL & RIGHT OF WAY

Hugh Long "the Locator"

A LICENSED PROFESSIONAL BROKER FOR THIRTY YEARS

September 16.1965

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. Frank C. McKinney,
Acting Assistant Counsel.

Re: Adequate ingress & egress to and from the Mt. Sexton Trading Post property and business, Sunny Valley, Oregon.

Gentlemen:

I thank you for your informative letter of September 14,1965.

I have no concern in this problem of approach roads to the Mt. Sexton Trading Post unless the contract purchaser looses his contract with me by default on July 11, 1966.

By that same token, there can be no point in my attorney making an arrangement for a meeting at the Roseburg Office.

Hence, there can be nothing gained by a court proceeding to determine what compensation the Highway Department should pay me for the acquisitions it has taken.

I hope that any meeting regarding the above can be held in abeyance until after July 11,1966.

I trust that this will meet with your approval under the circumstances.

Very truly yours,
Hugh Long
Hugh Long.

cc: Mr. L.W. Riley,
District Right of Way Supervisor
Roseburg, Oregon.

" Charles A. Telfer, Attorney,
220 S.E. "H" Street,
Grants Pass, Oregon.

FORM E-123X 50M 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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OCT 2 1965
FOR FILING

I-5-2(48)7a

L.C.U.?

Mr Cooper

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 14, 1965

Mr. Hugh Long
927 S. E. Seventh Street
Grants Pass, Oregon 97526

Re: State of Oregon v.
Hugh Long, et al
Case No. 65-341
L-4865 (R-37753)
Coyote Cr. - Sexton Mountain Section
Pacific Highway

Dear Mr. Long:

Your letter of August 25, 1965, to Mr. Forrest Cooper, has been referred to this office for reply. It appears that you have retained an attorney to represent you in this case. Being litigants, the law requires us to deal with you only through your attorney. Since you have written directly to Mr. Cooper, our reply is also directly to you but with a carbon copy to your attorney, along with a copy of your letter to Mr. Cooper, to fully apprise him of our actions.

At no time has the Highway Department taken any position other than to try to negotiate with you and the contract purchaser to arrive at an amount which represents just compensation for the property taken for the highway and any damages to the remainder. This was the purpose of our Right of Way Agent and District Right of Way Supervisor contacting you. When no agreement was reached, the Highway Commission had no alternative but to file condemnation proceedings under the existing statutes.

Since we are now in court with the case, court proceedings will determine what compensation the Highway Department must pay for this acquisition. I am sure you will agree that an impartial court and jury can best settle the amount of just compensation to be paid.

You have placed your case in the hands of your attorney and I am confident he will see that all of your rights are fully protected in the court proceeding. His able representation of your case and the impartial decision of the court and jury will assure you that full compensation will be paid by the State.

NOTED
FORREST COOPER

A meeting with personnel of our Roseburg office can be arranged at any time upon the request of your attorney.

I trust that this meets with your approval under the circumstances.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

ALK:lb
cc--Mr. Charles Telfer
Attorney at Law
220 S.E. "H" Street
Grants Pass, Oregon
--Mr. Forrest Cooper
--Mr. R. L. Porter
--Mr. L. W. Riley
--Mr. R. A. Holland
--Mr. D. H. Hoehring

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SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 14 1965
FOR FILING
I-5-2(48)72
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To:

Frank Morgan
Construction Engineer
Office

SUBJECT: Concrete Aggregates: Graves Creek and Cow Creek Sources.

Project	Contract No.
Crave Cr.-Jumpoff Joe Cr.	6470
Coyote Cr.-Crave Cr.	6490
Glendale Junction-Coyote Cr.	6519
Grave Cr.	6643
Canyon Cr. Pass-Azalea	6548
Azalea-Glendale Jct.	6578
Canyonville-Bear Gulch	6571

Considerable difficulty has been encountered in obtaining the combination of specified strengths and air content in concrete for subject projects. The attached charts show results of tests on specimens received from the field and those made in the Laboratory. The charts include only the results of tests on specimens in which Cow Creek and Graves Creek material were used and in which the cement contents are comparable.

This is not intended as a treatise on air entrainment. However, there are some facts concerning air entrainment that must be considered in a satisfactory resolvement of the current problem. These facts are:

1. The value of entrained air in increasing durability is not directly proportional to the air content. The value becomes apparent between 5 and 9 percent entrained air.

2. The value of entrained air in increasing durability decreases as the cement content increases. Concrete with cement contents above 6.5 sks. per yard are not appreciably benefited by entrained air.

3. Strength of concrete decreases with increased air content. The decrease in strength can be counteracted upon by reduction of sand content and reduction of water - cement ratio. The increased strength resulting from decreased W/C will, in general, equal the loss of strength resulting from entrained air in quantities up to 4 to 5 percent. The slope of the strength - air content curve and the location of the curve on the chart will vary with use of different aggregates and different cements at constant cement content.

4. The effectiveness of entrained air in increased durability depends on an even distribution of air bubbles to the surface of the concrete. There is general opinion that worked surfaces, such as bridge decks and pavement slabs, do not have entrained air in the surface concrete. The value of entrained air is therefor lost.

5. Addition of air entraining agent will result in greater variability of cylinder strengths. Mix corrections for air entrained concrete are based on an assumed air content that will be developed. The actual air developed is seldom, if ever, the amount assumed. The mix will therefor be either under corrected or over corrected, resulting in greater variability in the test strengths.

Chart I shows the results of 28 day tests on 35 cylinders submitted from the project. Type of aggregate, type of cement, cement content, and slump are constant within practical production limits. The circled points are averages of strengths at a given air content. The trend curve indicates that it is possible to obtain an average 3300 p.s.i. concrete with 4% air at 6.3 sks. cement per yard. Such an attempt, however, will result in some 4.0% of test results below 3300 p.s.i. A higher cement content would probably raise the trend curve to some extent. Chart II, however, does not show an appreciable rise in the trend curve with 7 sks. per yard.

Chart III shows the same trend obtained on Laboratory made cylinders as on the field submitted cylinders. The 28 day test curve is slightly higher on Chart III, and the variability appears somewhat less. This is probably due to the easier control of the mix in the Laboratory. No difficulty in obtaining 3300 p.s.i. is evidenced in the concrete without air, even at 7 days curing. Twenty-eight day tests will be made about September 24.

It has been suggested that excessive dirt on the coarse aggregate is the cause of low strength. Samples of the "dirty" aggregate were submitted for test. These samples had 1.0% and 0.6% material passing the #200. These values indicate the material is not clean, but is within specifications, and is not considered excessively dirty. The "dirty" material submitted was divided and one portion thoroughly washed. Concrete specimens were made of the washed and unwashed portions. Seven day test results are shown on Chart III. These 7 day strengths would indicate that the 28 day strengths will be below 3300 p.s.i. The 28 day strengths will be tested about September 24.

It appears obvious that 6.3 sk. per yard concrete cannot be made with the subject aggregates at any air content without a large percentage of test results below 3300 p.s.i. A higher cement content would probably decrease the percentage below 3300 p.s.i. but the value of any air in concrete with cement content above 6.3 sks. is questionable. Further, the purpose of entrained air is increased resistance to cycles of freezing and thawing and to reactive aggregates. Reactive aggregates are non existent in the sources considered and, the number of freezing and thawing cycles are relatively non existent in the locality considered. It is the opinion of this office that the strength obtained on non air entrained concrete far outweighs any possible advantages that could be obtained with entrained air, low strengths, and high variability in strengths in structure decks and continuously reinforced concrete slabs.

It is therefor recommended that authorization be obtained to strike the requirement for entrained air in concrete made of aggregate from subject sources for subject projects.

O. A. WHITE
Engineer of Materials & Research

OAW:zr

cc: Klaboe
Shaw
Merchant
Rear
Glenn

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SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chart I.

Concrete Cylinders
Field Submitted
Grave Creek Aggregate

Yield- 6.3 SK.
Cement- Ideal Type I
Slump- 3.0" To 3.75" Reported
Test- 28 Day Strength
Number Specimens- 35

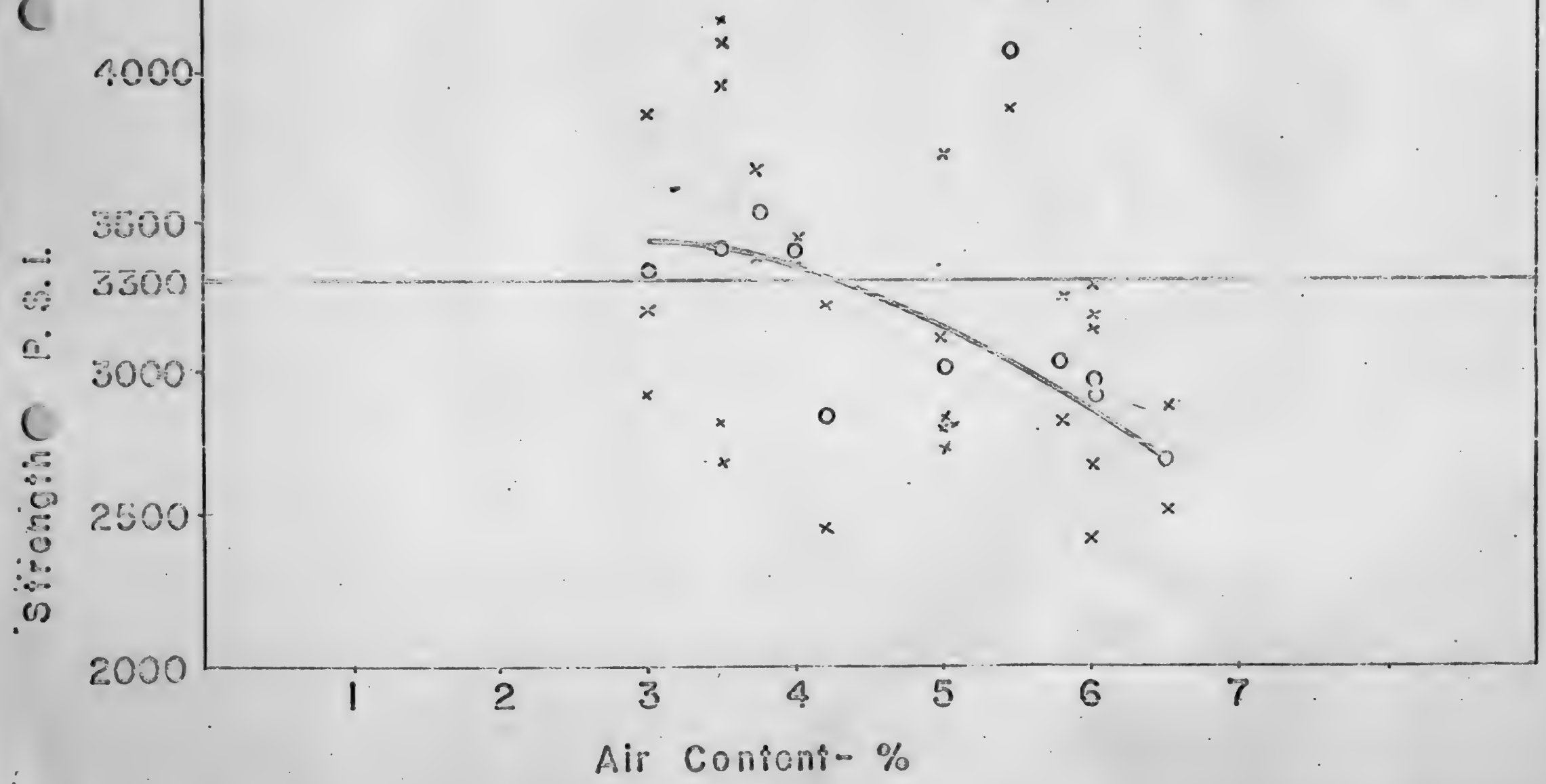


Chart 2.

Concrete Cylinders
Field Submitted
Cow Creek Aggregate

Yield- 7.0 SK.
Cement- Ideal Type I
Slump- 4" Reported
Test- 28 Day Strength
Number Specimens- 9

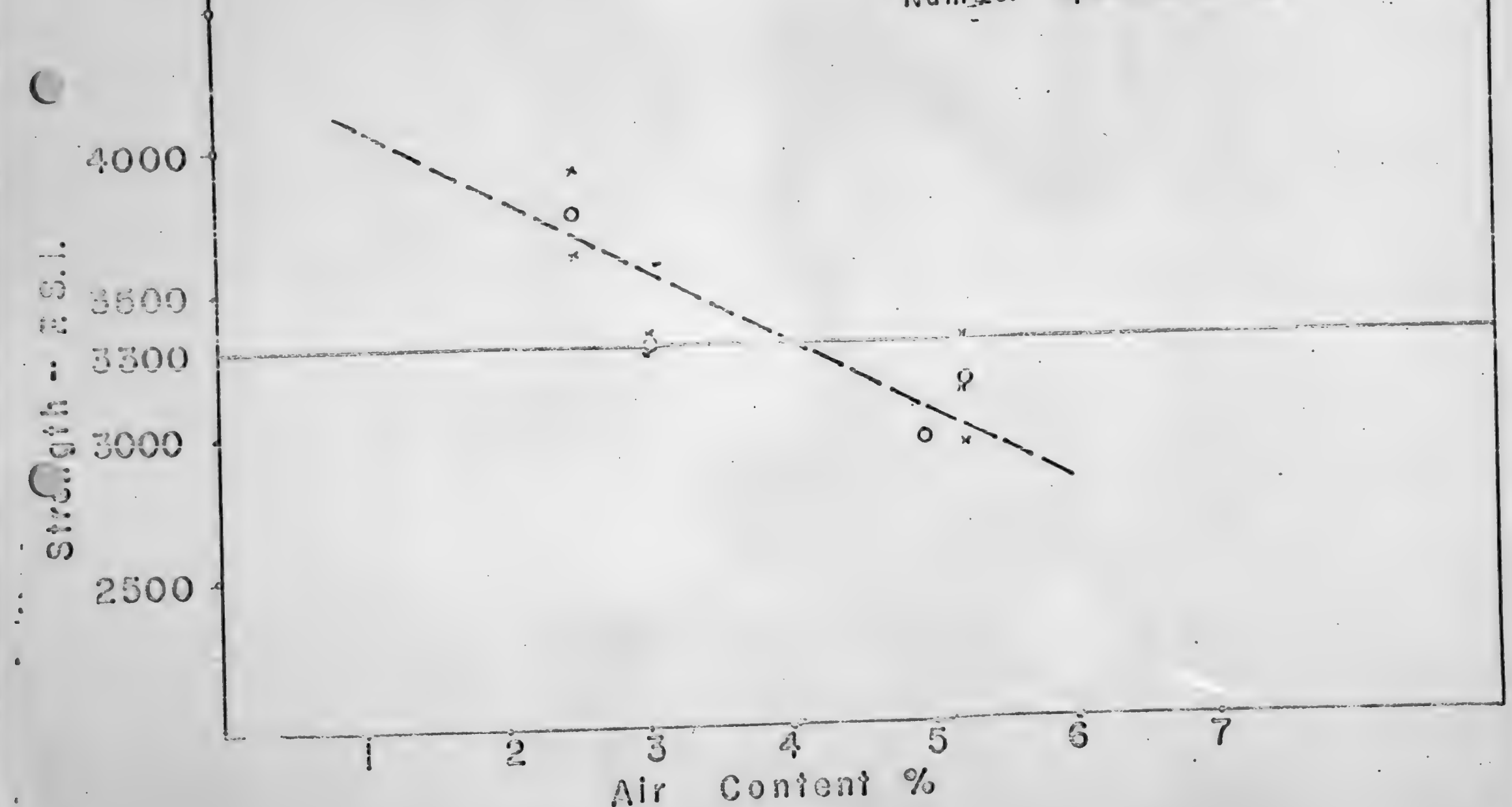
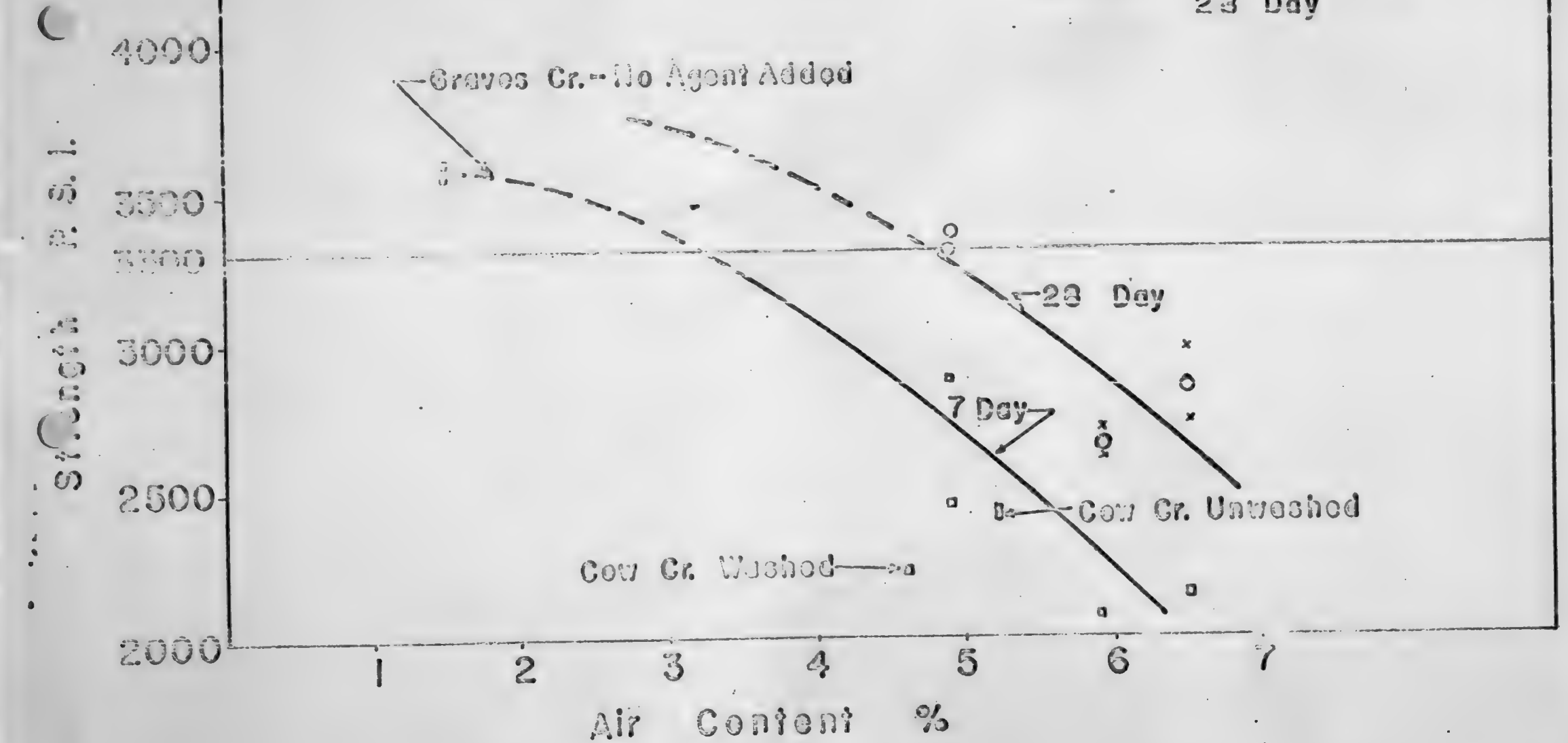


Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement- Ideal Type I
Slump- 2.5" To 3.0" Measured
Tests- 7 Day- - 9 Specimens
28 Day- - 6 Specimens
Unidentified- Graves Cr.
7 Specimens Not yet tested
28 Day



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AUG 31 1965
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I-5-2 (48) 72
6643

Salem, Oregon
August 27, 1965

Mr. G. E. Kohde
Chief Counsel

BUILDING

Attached is a letter addressed to the Highway Engineer from Hugh Long of Grants Pass relative to our condemnation action on the trading post at Sunny Valley. Also attached are copies of correspondence recently received from Senator Morse's office and our answer thereto.

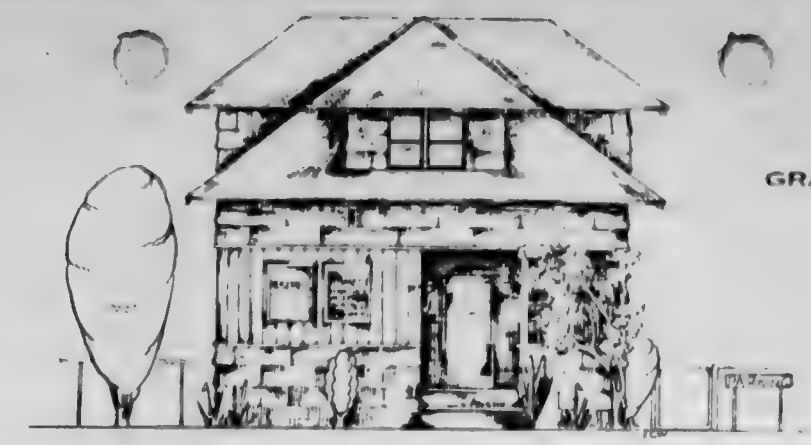
Inasmuch as this is a right-of-way or legal problem, will you please acknowledge the letter.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Mr. Victor D. Wolfe

* HOMES
* RANCHES
* BUSINESS

PHONE 479-1918
927 S. E. 7TH ST.
GRANTS PASS, OREGON 97526



Hugh Long" the Locator"

A LICENSED PROFESSIONAL BROKER FOR THIRTY YEARS

August August 25.1965

Mr. Forest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

I am pleased to be informed through a letter of August 6.1965, written by you, addressed to Senator Morse, Portland office, and forwarded to me by Mr. Brooks, for my record, stating that the Oregon State Highway Department will compensate any losses to the owners of the Mt. Sexton Trading Post property and business activities due to the realinement and construction of the Pacific Highway, now known as Interstate 5. If I had received this information as previously requested by me, it would have saved me considerable time and expense.

I HAVE SINCERELY HOPED THAT IT WILL NOT TAKE AN ACT OF CONGRESS TO PRESERVE MY PROPERTY RIGHTS.

I have been informed by the owner of the adjoining property, located on the West and North, through which the Highway Department is constructing frontage roads in contact with the Sunny Valley Interchange : That if the State Highway Department had not relocated the proposed Sunny Valley Interchange South of Grave Creek, directly North of the Mt. Sexton Trading Post property, said property owner stated, verbally that he would have sued the State for damages, affecting the Trading Post property, to the possible extent of $100,000.00 to $200,000.00.

As things now stand, it appears that the Oregon State Highway Department has adjusted all possible claims, to the complete satisfaction, of the above adjoining property owner who has a contract to purchase the Mt. Sexton Trading Post, whether or not he completes the purchase contract agreement with me.

It seems that it pleases this person, who may or may not complete their purchase contract agreement with me, that the Highway Department proposes to isolate the Trading Post from the Interchange and roadside business. This would make it agreeable and practicable for them to default their purchase contract agreement with me.

If he meets the terms of his agreement with me, I will have no right to request damages from the State Highway Department but, if said purchaser does default his contract to purchase, then as quoted directly in conversation to me by the said adjoining property owner, who delibertly BRAGGED that under the present plans of express and access roads that he and the State Highway Department will nearly completely ISOLATE the Trading Post from having any direct business connection to the Interchange and roadside business on

(Continued)

Orig to Lahde
5.27-65

which the life of the Trading Post entirely depends.

THEREFORE, I hereby advise the Oregon State Highway Department and planning engineers, that they will be requested and be responsible to make to me satisfactory construction plan adjustmentfor road approaches to adequately serve the Trading Post, comparable to the present road approach service, should I retain full legal ownership of the Mt. Sexton Trading Post on or after July 11.1965.

I will appreciate a meeting, Mr. Cooper, with your right of way planners and engineers, either here at my Grants Pass office or at the Grants Pass Highway Department's office, so I may indicate and substantiate my position for an equitable understanding without court action.

This request is made in all fairness to me and to the Oregon State Highway Department.

Sincerely

Hugh Long

Hugh Long.

cc:
Mr. L.W. Riley
District Right of Way Supervisor
State Highway Department,
Roseburg, Oregon 97470.

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AUG 2 C 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1965
FOR FILING
I-5-3(48)72
6643

August 24, 1965

Board of County Commissioners
of Josephine County
County Courthouse
Grants Pass, Oregon

Gentlemen:

We have your letter of August 23 in which you refer to the matter of removal of gravel from Grave Creek.

The Highway Commission has no authority in matters of this kind. While I realize that contractors remove gravel from stream beds for use in state and federal projects, they are actually in the nature of suppliers of a finished product to the State and it has no control over sources used by private individuals.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc
cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
M. S. Cox
L. R. Chandler

1376

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

August 23, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Mr. Frank Price of Sunny Valley has been in our office a number of times expressing his concern over possible damage to his farm, the covered bridge, and the new highway bridges being constructed, which could be caused by the great amount of gravel which has been taken out of Grave Creek immediately above the covered bridge.

Apparently taking gravel from a stream bed is one of those gray areas of responsibility. The State Water Office seemingly has no authority or jurisdiction over such streams. The contract for the gravel is a contract between the producer and a private party, and outside your authority.

Mr. Price is an ardent soil conservationist. Some years ago the S.C.S. and the land owners along Grave Creek entered into an agreement whereby stream clearance and channel work was done in this area.

The purpose of this letter is to inquire if the State Highway Department has hydraulic engineers who assess the effect upon streams of gravel-taking operations by private contractors to the state, if so, do they have a responsibility to advise the state and contractor if a potential hazard is being created.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

Donald G. McGregor,
County Commissioner

DGM:nmw

cc: Frank Price

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AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1965
STATE HIGHWAY COMMISSION

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 26 1965

I-5-2(48)72

6643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 24, 1965

RECEIVED
AUG 27 1965
OFFICE OF

Mrs. Paul C. Converse
Route 3, Box 266 B
Canby, Oregon 97013

Dear Madam:

We have received your letter of August 18, 1965, in which you have indicated an unsatisfactory condition for the Mackin Gulch County Road as being reconstructed by the Oregon State Highway Department which is being done as a part of reconstruction of the Coyote Creek-Grave Creek Section of the Pacific Highway.

The road which you attempted to travel on last Monday is still under construction and a certain amount of inconvenience might be expected; however, we have a verbal report from our Engineer on the job who indicates that traffic has been negotiating the Mackin Gulch Road satisfactorily and that he has not had any adverse comment until your letter was reported to him. Our contractor plans to place additional crushed rock on the road in the near future which will result in a much smoother surface to drive upon until completion of paving at a later date. The completed roadway will be an adequate and safe facility commensurate with the traffic and use it will receive.

In regard to the location of the relocated Mackin Gulch Road, it appears that there was a misunderstanding. It was not the intent of anyone in the Department to represent that the road would be reconstructed to the same elevation as the new highway. This would be completely contrary to economics as the cost of construction in this location would exceed the value of all lands served within the Mackin Gulch area. We regret that your husband did not fully understand the explanations in regard to the reconstruction of Mackin Gulch Road.

Our Resident Engineer, Mr. A. L. Chapman, whose office is in Grants Pass is available to review your questions regarding the road and its construction. His mailing address is P. O. Box 306, Grants Pass.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

NOTED
P.O. CLERK

D. J. Barbee
Ass't. Construction Engineer

GCW:rw
cc: Klaboe
L. R. Chandler
A. L. Chapman

CONSTRUCTION DIVISION
AUG 19 1965

Canby, Oregon
Aug. 18, 1965

Oregon State Highway Commission
Salem, Oregon

Dear Mr. Barber:

A few days ago we called the highway commission regarding an access road being constructed to Interstate 5 at Wolf Creek, Oregon known as Mackin Gulch Road. We were referred to you, and had our telephone conversation with you. A few days later we had a visit from a friend from Wolf Creek, who told of trying to go in to our ranch over the road which has been built. He said that he knew he could not take his car over it without damage to it, and advised us to see the road for ourselves. On Monday morning we were in Wolf Creek, and attempted to drive a 1961 Ford in very good mechanical condition in over the road but found that it was impossible without damage to our car. We found it difficult to believe that anyone would build such a road for ordinary motor-car use. We were forced to back down the very steep grade until we reached a point where we could turn around, on the old U.S. 99 road. We were fortunate that we were driving a vehicle with good brakes and mechanical condition, and were able to keep it under control as the road is certainly unsafe for anything but four-wheel drive use.

In December, 1963 Mr. Converse attended a meeting between highway commission people and Josephine county residents to learn what provision was being made to insure our having satisfactory access roads. At that time, he was assured that our access road which was due to be buried under the widened highway would be rebuilt, and that where we had formerly entered the highway a lane would be constructed parallel to the highway but with a fence dividing the two roads. This lane was tobe carried through the cut in the mountain at that point and connected with the old U. S. 99 road-bed for the next two miles until it reached the interchange which is being constructed south of Wolf Creek. This solution was acceptable to us, despite the added inconvenience. We realize that highways must be built and that we all must put up with a certain amount of inconvenience in the process. However, the road that has been built does not carry out the agreement made with my husband, and is also manifestly unsafe.

Any vehicle attempting to use the road that has been constructed would be likely to lose power on the lengthened climb that now exists. Should that happen, it would almost certainly plunge backward down the slope, In case of wet or icy pavement (since you spoke of the state planning to surface it) there is a good likelihood that it would slide outward to plunge down toward the highway below.
I feel sure that Josephine county authorities will reject the road for school bus travel, and there will be several school-aged children living on Mackin Gulch Road this fall.

In case any of the highway commission wish to demonstrate the usability of the road to us, please let us know as soon as possible. We will arrange to make another trip south for the purpose. We are eager to make a trip in to our ranch but couldn't get over that road on Monday.

Thank you.

Sincerely,

Mrs. Paul C. Converse

RECEIVED
OCT 1 6 1965
FOR Filing
I-5-2(118)72
1143

AUG 0 1965

32-10

Honorable Wayne Morse
United States Senate
Washington, D. C.

Dear Senator Morse:

This is in reply to your communication of August 16 concerning further presentations by Mr. Hugh Long of Grants Pass, Oregon.

Direct access between Mr. Long's business property and U.S. 99, after its upgrading to Interstate highway standards (Interstate 5), has been the subject of an extended correspondence with him. We have attempted to explain that direct entrances from adjacent properties to the Interstate highway travel lanes are not permitted in the interest of safety in the movement of traffic, and preservation of the designed capacities of Interstate highways to protect the investment of public monies.

Where an existing highway such as U.S. 99 through the vicinity of Grants Pass is selected as the location for an Interstate highway, it may be necessary for the State to readjust means of access to the highway from adjacent properties because of the limitation placed on the number of points of access to Interstate highways. We have informed Mr. Long that it is the responsibility of the State to determine the locations where access may be permitted with safety. Generally, these are by means of interchange with public highways where maximum public benefit may be realized.

Mr. Long's desire for continued direct access is understandable, but the adjustment of his means of access is similar to that being made at many properties located along existing highways that have been selected as locations for Interstate routes.

We are glad to furnish this information and regret that we cannot give you a reply more acceptable to Mr. Long. The State's determinations in this matter have been in the interest of public safety, however.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

NOTED
ROBERT COOPER

Enclosure
Transmitted Correspondence

COPY

August 16, 1965

Mr. Hugh Long
927 S.E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

This will acknowledge your letter of August 12 in which you elaborate further your position concerning adequate road approaches to the Trading Post.

In light of your concern and the more detailed information you provide, I am communicating again with Mr. Whitton in the hope that he can provide a more complete report.

I regret that the news has not been more encouraging thus far. If you feel that I may be of further assistance, I shall be glad to hear from you again.

With kindest regards,

Sincerely,

Wayne Morse

WM:bab

Bcc: Bureau of Public Roads
Bcc: Brooks

PR23261

RECEIVED
AUG 16 1965
FOR FILING

I-5-a(4)-72
6643

August 16, 1965

3895

Mr. R. W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
1400 S. W. Fifth Avenue
Portland, Oregon 97201

Dear Mr. Schoning:

Reference is made to your July 1 letter to Mr. Kenneth Spies, State Sanitary Authority, concerning turbid conditions of the Rogue River.

We have taken turbidity tests on the Rogue River and Grave Creek to determine what effects our roadway construction work have had on this problem. Tests taken May 4, 1965, indicated that our contractor's crushing operations on Grave Creek did increase the relative turbidity in that stream. The contractor's crushing operations were conducted in privately owned sources. The State Sanitary Authority ordered the roiling of Grave Creek to be stopped by May 24. Our contractor established a larger settling basin in an attempt to reduce the amount of silt entering Grave Creek. The relative turbidity on May 4 below the contractor's crushing operation was 57 ppm. The contractor completed his crushing operations on May 22. Additional turbidity tests were taken on July 22 and below the contractor's plant the tests indicated a drop to 21.5 ppm. A comparison of these tests with ones taken earlier indicates that the relative turbidity at Grants Pass is virtually unchanged. Incidentally, these tests show 16 ppm at Grants Pass.

The Bureau of Public Roads had a road contract on the Rogue River in the vicinity of Cascade Gorge and its contractor utilized a series of three settling basins to control the amount of silt entering the river. Information received from the Bureau indicates that considerable silting was occurring above its operation. The State Highway Department,

the Bureau of Public Roads, and the County have had no contracts above this point.

One other interesting aspect of the turbidity tests taken on July 22, after our contractor had completed his crushing operations, was the indication that the relative turbidity increased three times between Grants Pass and a point six miles above tide water. No governmental agencies had active contracts in this area.

In all our future contracts along the Rogue River and its tributaries we will continue to take whatever measures are required to keep the amount of silt and debris entering these streams to a minimum.

If we may supply further information or assistance in this matter, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan

DES:bjm: ajw

FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

July 1, 1965

Mr. Kenneth H. Spies
State Sanitary Authority
968 State Office Building
1400 S. W. Fifth Avenue
Portland, Oregon 97201

Dear Ken:

As I understand it, the draft report entitled "Interim Report on Rogue River Turbidity Problem" transmitted by your June 11, 1965 letter is to be presented at the coming Natural Resources Committee meeting on July 7. If this is the case, I do not think there is enough background and supporting information for the Governor. Even though we do not have all the needed information by a long ways, we do know much more than is indicated here and I feel we should provide it to him. More detail is needed in several places in delineating contributing causes and their extent. I still favor the approach I suggested at our June 2 meeting which was to clearly outline in simple terms what the problem is, i.e. (poor sport fishing at certain times in certain places), why it is a problem (fish present but do not bite? tourists don't come? silt deposits injurious to aquatic life? etc.), what factors contribute (placer-mining, gravel removal, etc.), what the alternatives are for correcting or improving the situation (alteration of specific road building practices or timing, lagooning of placer-mine tailings, stricter enforcement of regulations on gravel operations, etc.). Some of the alternatives may be severe or prohibitive, but I feel we should mention them to assist the Governor in making a decision. It is unrealistic to expect him to make a decision when we have deliberately or inadvertently withheld information from him.

More specifically on page 1, paragraph 1, "...controlling..." is suggested as a substitute for "solving or regulating."

On page 1, paragraph 2, it should be pointed out more clearly that the only substantive basis for complaint is muddiness to the extent that it presumably harms fishing. Also explain when it is a problem to fishing. This is different from when it occurs, which is more all inclusive.

On page 2, paragraph 3, I suggest replacing the words "...its high water usage..." with "the large water volume needed."

NOTED
R. L PORTER

COPY

On page 3, paragraph 2 relate 2-3,000 ppm to something readily understood.

On page 4 of your draft, item 3, you state, "In areas where the turbidity results in siltation of the stream bottom such pollution is injurious to not only fishing but also to fish and other aquatic life". I note that under your list of proposals, pages 5 and 6, there is no definite mention of a proposal which would either substantiate or refute the above statement. Perhaps, your proposal number 2 (the comprehensive study) could be expanded to include a study for making such a determination. Personnel in our Water Resources Section have the training, experience, and equipment necessary to conduct such a study and I gladly offer their services.

I feel it is logical to recommend courses of action, at least in establishing studies to collect needed data. The program should be realistic in coverage, financing, duration, and expected results. No one should be misled into thinking that if a modest study is conducted, Rogue River turbidity problems will be a thing of the past.

I do not feel it is enough to make general statements like 4 and 5 on page 6. Something more specific and more meaningful must be offered and we of the task force represent the logical agencies to do this.

I am sorry I am so late in offering my comments. I had some complications in the office the week the letter was received and I have been in California on U. S. Marine Corps Reserve training since. I will not be in the office again until July 6 and then for only a few hours, and will leave that afternoon for Alaska for the rest of the week. Consequently, I will miss the July 7 meeting of the Committee on Natural Resources. Jim Haas or Roy Sams of our office is available for any assistance in this matter.

Sincerely,

COPY ORIGINAL SIGNED BY
ROBERT W. SCHONING

ROBERT W. SCHONING
STATE FISHERIES DIRECTOR

cc: Oregon State Department of Forestry, Mr. Dwight L. Phipps
Oregon State Department of Geology and Mineral Industries,
Mr. Hollis Dole
Oregon State Game Commission, Mr. P. W. Schneider
Oregon State Highway Department, Mr. Forrest Cooper
State Engineer, Mr. Chris Wheeler
OFC Water Resources Section, Mr. James B. Haas

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1965
* RANCHES
FOR FILING
* BUSINESS

PHONE 479-1918
927 S. E. 7TH ST.
GRANTS PASS, OREGON 97526

Hugh Long "the Locator"

A LICENSED PROFESSIONAL BROKER FOR THIRTY YEARS

August 16.1965

RECEIVED
AUG 16 1965
OFFICE
STATE HIGHWAY ENGINEER

Mr. Charles W. Brooks,
Executive Assistant, Oregon Office
of Senator Wayne Morse,
706 U.S. Court House,
620 S.W. Main Street,
Portland, Oregon 97205.

Dear Mr. Brooks:

Thanking you for, and replying to, your letter of August 13.1965 regarding Highway Construction at Sunny Valley, Oregon.

May I make myself completely clear on a matter in the third paragraph in Mr. Cooper's letter to you of August 6th.

In regard to those road approaches out at The Mt. Senton Trading Post, Sunny Valley, Oregon, I hope that the following will clear up the matter insofar as I am concerned, once and for all !

I feel that the State is, in all fairness, obligated to construct approaches to the Post which will give customers the same accommodation that they have had in the past. This is all that I am asking — a road that will give customers a direct access to the above from the Interchange, an approach by the shortest and the best route possible — so that they will not have to go out around Robin Hood's Barn in order to get their gas tank filled, or their radiator cooled, or to get a bite to eat.

I cannot see anything unreasonable in these demands, they are to the best interest of property owner, the traveling public, and to the State. The State does have an item in all of this, a real money interest in the form of Taxes !

The present plans will practically isolate the Post , and it is not at all necessary to do so. With this problem met everything else will fall into place .

Thanks much for your attention until this matter is fully settled, I remain,

Sincerely,

Hugh Long.

NOTED
L. PORTER

Encl : Aug. 12th. letter addressed
to Senator Wayne Morse.
cc: Copy of this letter to Senator Morse.

cc: Copy of this letter to Mr. Forrest Cooper,
State Highway Engineer, Salem, Oregon.

RECEIVED
AUG 6 - 1965
FOR FILING
I-5-2(48)72
6643

August 6, 1965

Mr. Charles W. Brooks, Executive Assistant
Oregon Office of Senator Wayne Morse
706 U. S. Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

This is in reference to your July 30 letter which concerns a letter from Mr. Hugh Long of Grants Pass to Senator Morse under date of July 19.

Mr. Long is the contract seller of property in the community of Sunny Valley, which is situated on the Pacific Highway (now Interstate Route 5) approximately 13 miles north of Grants Pass. The property is improved with a service station and restaurant and has had direct access to the Pacific Highway for some years.

This section is now being converted to Interstate standards, with an interchange at the Sunny Valley Road. As all of the Interstate system will be to freeway standards, it will be necessary that Mr. Long enter and leave the freeway by means of the interchange. This, basically, is his objection.

It is our understanding that the purchaser will have completed his contract by about midsummer 1966. The Department has had no controversy with the purchaser and we are a little puzzled as to Mr. Long's protest. The Department expects to compensate Mr. Long and the contract purchaser for any property needed for right-of-way plus any damages to the remainder and expects to pay on a full market value basis. There is no way that these access points could be allowed to remain as they would create traffic hazards and would not be compatible with freeway construction.

If there is anything further we could furnish on this subject, please let us know. As requested, we are returning Mr. Long's letter to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RLP:ms
cc:

* HOMES
* RANCHES
* BUSINESS

PHONE 479-1918
927 S. E. 7TH ST.
GRANTS PASS, OREGON 97526

H-2-32

"Hugh Long" the Locator"
A LICENSED PROFESSIONAL BROKER FOR THIRTY YEARS

July 19.1965

Senator Wayne Morse
417 - C Senate Office Building
Washington, D.C. 20510

Hon. Senator Morse: ,

I am writing to you regarding Interstate 5 Highway about to start the construction or widening the Pacific Highway 99 at Sunney Valley, Josephine County, Oregon.

In the year 1952, I applied and obtained 2- 50 Ft. Permanent ingress and egress approach roads to and from Pacific Highway, for road ways to my store, see enclosed pictures, and another roadway approach leading to and from my residence, per enclosed picture, for the purpose that upon the completed improvements, I would have secured permanent road approaches to and from my home and business. The State Highway Department granted to me these permanent approaches, and in turn, I recorded in deed and title to my property to remain as one and the same, thus establishing a common boundary to the Pacific Highway and my property.

The State Highway Department now proposes to close these permanent established approaches and fence me off from the Highway, and in turn, relocate these these approaches, near directly off the intersection of the proposed Sunny Valley Interchange. By so doing, will be giving my said road approach service, which I have earned priority rights, to an adjoining property owner. By so doing, the Oregon State Highway Department will completely bottle-neck or isolate me and my property out of business that took me years to create and develope.

The "Right of Eminent Domain" does not give our Government the right to destroy an established business without full compensation for the taking to the legal ownership.

Enclosed is a picture of you, at a rally, at my home and business, in 1957. Here you won favor of the entire Valley. You and part of your party were standing on my front porch or steps. The person holding up the MORSE BANNER is standing on my front porch. This picture was blurred, caused by the camera operator later taking a picture of the store without changing the first picture film of you and party.

The Highway and Interchange construction will soon be started, as the contract was recently let. I ask that you use your good office to not let this land mark be distroyed, keep this property in tact.

Construct new approaches, to the Store and residence, that will circle and s
serve the two properties to and from the Interchange , as now presently,
is being served.

This will or would give the Traveling Motoring public nearly the same conv
convenient service as they have received in the past.

SUGGEST, that you personally contact :

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
U.S. Department of Commerce
Washington, D.C. 20235.

PLEASE talk to him, TRY make him understand the TRUE situation, and if necessary, other offices in authority, and relay your requests to the Oregon Highway Commission, Salem, Oregon 97310.

This is a good honorable cause . I LOOK TO YOU FOR HELP AND GUIDANCE.

Because this Highway construction is soon to start in operation, early action on your part will be appreciated by me and by many others here in Grants Pass and Sunny Valley.

Encl: Three Pictures.

Very truly yours,

Hugh Long

Hugh Long

I-5-2(48)72 Grave Crk. Sec. of Pac. Hwy. N. of Grants Pass 1965
#6643 (Grad., Pav., Structs., Sign.) #1

3813

RECEIVED
AUG 11 1965
FOR FILING
I 5-2(48)72
6643

JUL 30 1965

32-10

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

We have received directly from Mr. Hugh Long presentations relative to the direct access he desires between his business property and the new Interstate highway (Route 5) now under construction. In our replies, we have informed that the Oregon State Highway Commission must consider in its planning the safety of the public and therefore limit those points at which traffic will be entering or leaving the Interstate highway travel lanes. The State must also determine the locations at which such movements may be permitted with safety and benefit to the greatest number of highway users.

While we are sympathetic to Mr. Long's desires for continuation of his present means of access, we know the State to be acting in the interests of the general public in its planning. We sincerely hope the increased traffic that can be expected on the completed highway improvement will be reflected in roadside businesses such as Mr. Long's.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

RECEIVED
AUG 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

COPY

July 23, 1965

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

This will acknowledge your letter and the enclosed photographs of July 19.

I was indeed sorry to learn that you have experienced a problem with the State Highway Commission involving the proposed closure of approach roads to your store and residence.

It is my initial impression that primary jurisdiction to make decisions in cases of this type rests with the State Highway Commission. However, in view of the concern you have expressed over the proposed action of the Oregon State Highway Commission, I thought you would like to know that I am communicating at once with the Bureau of Public Roads here in Washington and am asking that thorough consideration be given to the points outlined in your letter. As soon as I hear from the Bureau, I shall write to you again.

In the meantime, I send best regards and appreciation for your kindnesses in the past.

Sincerely,

Wayne Morse

WM:slb
bcc: Bureau of Public Roads

PR23031

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(48)72
6643

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 20, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(48)72, Grave Creek Section
Pacific Northwest Bell Company
Coaxial Cable Relocation Adjustment

Our memorandum dated June 7, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 2, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated July 2, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated July 6, 1965. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved.

An X-permit for subject adjustment was submitted to this office and approved on July 12, 1965.

It is understood that the telephone line adjustment referred to in your Staff Attorney's letter, dated May 13, 1965, will be accomplished on a non-participating basis.

Our program memorandum dated June 7, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Dig to Young
Asst. State Hwy. Engr.
Copies to Klaboe, Litchfield

OFFICE OF STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7-23-65

Form CD-121
(11-63)
(Pres. by
A.O. 206-18)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(48)72

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6643

DATE: July 20, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(48)72
Grave Creek Section
Grading, paving, structures & signing

As requested in Mr. Young's letter of July 9, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of July 9, 1965 in the award of contract No. 6643 to C. R. O'Neil and Hannan Bros., of Portland, Oregon, low bidder in the amount of $1,670,635.30 at the June 29, 1965 bid opening.

Mr. Litchfield's June 28, and July 6, 1965 letters transmitted copies of plans and detailed estimates for the utility adjustments involved in this project.

REFERRED TO
orig to Young
By Asst. State Hwy. Engr.
copy to Litchfield 7-23-65

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1965

In reply refer to: 08-35.2-DB

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(48)72, Grave Creek Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated June 7, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated May 13, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated June 17, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated June 28, 1965.

An X-permit covering the subject adjustment was submitted to this office and approved July 12, 1965.

Our program memorandum dated June 7, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
7-20-65
By Asst. State Hwy. Engr.

RECEIVED
JUL 21 1965
M. E. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form R-206—(1)

RECEIVED
AUG 3 - 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 19 1965 By [signature]
Title Area Engineer
U.S. Bureau of Public Roads

I-5-2(48)72

Project Name Grave Creek ..... Date July 14, 1965

Highway 64 Pacific ..... Contract No. 6643

County Josephine ..... Prefix 617-1065

Contractor C.R. O'Neil and Hannan Bros. Co. ..... F. A. Project No. I-5-2(48)72

Address Route 2, Box 95, Creswell, Oregon ..... Order No. 1 G 1 - P

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in Flagging Cost.

Location by station numbers:

Where needed throughout the project.

Estimate of quantities and cost:

Lump Sum Estimate of Cost - - - - - $ 5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract provides that State shall pay 57 1/2 % of flagging cost.
Cost of this work provided for in Project Authorization.
No work covered by this order has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,008,214.71
Present estimate of project cost, including $ 5,000.00 for work under this order	$2,003,214.71
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn E. Roberts
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Young 8-4-65

RECEIVED

Form CO-12
(11-63)
(Pres. b
A.O. 2[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 14, 1965

In reply refer to: 08-35.7

6643

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(31)72, Grave Creek Interchange
Parcel 37752 - Trotter

We have reviewed the second appraisal prepared by Staff Appraiser R. Wilson which substantiates your original review appraisal of $3,150.00. Based upon this new information we will approve Federal participation in a settlement that does not substantially exceed the review appraisal of $3,150.00, covering the acquisition of 6.5 acres.

RECEIVED
JUL 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig machine copy Young 7-16-65

RECEIVED
JUN 23 1965

Form CO-12F (11-63) Pres. Bul. A.O. Nos. 12

UNITED STATES GOVERNMENT

Memorandum

FILE FILE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 10, 1965

In reply refer to: 08-35.7

SUBJECT: Oregon Interstate Project I-5-2(31)72
Coyote Creek-Grave Creek Section
Pacific Highway
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way to Station 405 on March 3, 1964, and the remainder on April 5, 1965. Federal funds cannot participate in the allowance for loss of access to Parcel 36545, as previously indicated in our memorandum of December 22, 1964. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Attachment

Ret'd to Montana w/atts. copies
6-15-65

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

V7

RECEIVED
MAY 27 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 25, 1965

Signed by
T. Dee
Engr. Coordinator

08-35.7

T. Dee, Assistant Division Engineer
Salem, Oregon

Project No. I-5-2(31)72
File No. 36550 - Price
Coyote Creek-Grave Creek Sec.
Pacific Highway
Josephine County

Please refer to Assistant Right of Way Engineer D. H. Mechring's letter of May 14, 1965 which indicates that an engineer's estimate prepared by Lyle Watson has been placed on your files in answer to our letter of April 13. We have reviewed the file and did not find a copy of the estimate. Before we can approve full Federal participation in any settlement based upon Mr. Griffin's appraisal of March 24, please send us a copy of the estimate for our review.

Orig & Mechring
5-26-65
copy to Dyal
5-26-65

FORM E-123F 50M 2-63

RECEIVED
MAY 10 1965
FOR BPR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 5, 1965

Mr. A. H. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

08-35.7
Oregon Project I-5-2(31)72
File No. 37752 - Trotter
Grave Creek Section
Pacific Highway
Josephine County

Dear Sir:

Reference is made to your memorandum dated April 26, 1965 concerning the above parcel.

The memorandum states that it would seem there are two defects in the appraisal:

1. In payment for the property taken at the prices found in the market, rather than at the lower value of the back land is in effect a payment for loss of access to the main highway.

2. That the appraiser has not considered the higher prices to be "enhancement" created by the knowledge of the highway improvement to be constructed.

Exception to the above theories and the demand for another appraisal is taken for the following reasons:

In the first instance (numbered 1 above):

a. We take access from the main highway and provide access to the remainder property to a frontage road connecting to Leland Road and to less desirable land.

b. No damages are included for the taking of access nor for any other reason.

c. Payment is based upon the market value of the part taken, ranging in value from $300, $700, and $900 per acre.

d. If, because of the access to the remainder property, a valuation of $700 and $900 per acre is attached

to the land fronting the frontage road, then the appraiser has concluded that there are "Special Benefits." In Oregon, "Special Benefits" can only be applied to set-off damages. In this instance there are no damages and therefore the conclusion of what is just compensation would not change.

e. There is no compulsion under Oregon law to pay the value of cheaper back lands when the taking is from the property front. This is a proper exercise for the appraiser if there remains a duplicate of the former tract by attaching a part of the back land to the remaining front. But again, this is a poorly founded exercise unless a very close duplicate exists in the remainder.

f. It is difficult to prophesy that the principle of supply and demand will in the foreseeable future encompass the lands in the remainder which are somewhat remote from the land actually abutting and most accessable to the interchange itself. This will, of course, be dependent upon the type, quality and management of the 100% properties around the interchange. ~~At~~ many of the interchanges up and down I-5 indicate great, vast developments. The nearby Hugo interchange has not developed at all.

g. To imply that the transfer of an access from valuable lands in a taking to an access to less valuable lands in the remainder will automatically increase the value of the remainder or decrease the value of the taking is outside the principle of providing "reasonable access to the public highway system." A confusion of these principles promises no hope for "just compensation" for the taking of private property.

In the second instance (number 2 above):

a. It is noted in your memorandum that subject property sold in 1962 for $14,450 and that subsequently, on March 30, 1964, sold for $28,900. The appraiser has based his valuation on market data related to sales of properties other than subject dated from 1960 to July 15, 1964.

b. In the case of United States v. Miller, 317 U.S. 369, 63 Sup. Ct. 276, 87 L.Ed. 336 (1943), the United States Supreme Court declared:

"The question then is whether the respondent's lands were probably within the scope of the project from the time the Government was committed to it. If they were not, but were merely adjacent lands, the subsequent enlargement of the project to include them ought not to deprive the respondents of the value added in the meantime by the proximity of the improvement. If, on the other hand, they were, the Government ought not to pay any increase in value arising from the known fact that the lands probably would be condemned. The owners ought not to gain by speculating on probable increase in value due to the Government's activities."

It must be noted that January of 1965 was when the interchange at this point was finally accepted by the Bureau of Public Roads and the State Highway Department and until that time it was not known exactly whether the interchange would be at this point or on the opposite side of Grave Creek. Until January, 1965, nothing had been done that completely eliminated "speculation" or "hope" that these lands would be either within or near the right of way of this project.

It is therefore requested that you give further consideration to the appraisal of this property and that, at least in the meantime, your request for an additional appraisal be withdrawn and that we be advised accordingly.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

CES:mc

cc: F. B. Klaboe
L. H. Young
M. R. Mitchell
G. E. Rohde
L. W. Riley
C. E. Smith

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1965
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

May 21, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Signed by
T. Doc
Eng. Coordinator

08-35.7

T. Doc, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-2(31)72
Coyote Creek-Grave Creek Section
Parcel 37752, Trotter

After reviewing Right of Way Engineer Walter T. Wright's letter of May 5, 1965 we concur that the appraisal by Merle E. Griffin does not include damages for loss of access to the existing Pacific Highway. However, we will require a second appraisal due to the strategic location of the remainder parcel adjoining the proposed interchange. Paragraph 2e of Mr. Wright's letter concerning valuation of the taking on the basis of the back lands indicates "This is a proper exercise for the appraiser, if there remains a duplicate of the former tract by attaching a part of the back land to the remaining front."

The second appraisal should examine this facet of the problem to determine whether or not this approach to valuing the subject property is not proper in this case.

Orig. to
Wright
5-24-65

APR 30 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1965

08-33.7

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(31)72, Coyote Creek-Grave Creek Section
Parcel 37752, Trotter

We will require a second appraisal on the above mentioned property which may be made either by a staff or fee appraiser. It is our understanding that this is a 6.5 acre taking from a 58-acre tract and that at the present time there is approximately 580 feet of frontage on the Pacific Highway. The taking is for an interchange and frontage road, and the remaining property will have 600 feet of frontage on the frontage road, which is not subject to full control of access. Furthermore, the remainder will be adjacent to the connecting road to the interchange, except for a narrow strip of land that is part of file 37806. It would seem that the commercial potential of the property is greater following the completion of the Interstate system due to its location near the on and off ramps of the interchange. The appraisal by Merle E. Griffin includes in the value of the taking, at $700 and $900 an acre, the value of the present frontage to the Pacific Highway. The remaining land, which will have access to the frontal road, is valued only at $300 and $450 an acre. It would seem appropriate that the value of the taking should be on the basis of the back lands, as the property owner will have reasonable access to the frontal road and the adjoining public highway system. In effect, the reduction in value from $700 and $900 an acre to $300 and $450 an acre (for the frontage) is a damage for loss of access to the existing Pacific Highway. Therefore such an allowance does not appear to be eligible for Federal participation.

It should be noted that the subject parcel sold in 1962 for $14,450 and resold in 1964 for $28,900. It appears that the knowledge of the coming of the Interstate highway and interchange had a beneficial effect on the property. The second appraisal is required and your comments are requested before Federal participation can be assured on the basis of the present appraisal.

Orig to Wright
Copy to Rohde
4-29-65

REFERRED TO
Young
Date: ____ By: ____
For: ____
Due Date: ____

Copy to Dist 4-30-65

RECEIVED
APR 15 1965

Form CO-12A UNITED STATES GOVERNMENT
(11-63)
(Prep. by
A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1965

In reply refer to: 08-35.7/

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(31)72, Coyote Creek - Grave Creek Section
Parcel 36550 - Loss of access

A review of Mr. Merle E. Griffin's appraisal of March 24, 1965 indicates a damage allowance of $2,400 was assessed against the remaining property due to the loss of access for a rental house and garage. The appraisal indicates that reasonable access could be restored to the buildings for $1,950 and if such a road were constructed it would eliminate the damage to the buildings.

As you are aware, Federal funds cannot participate in damages made for loss or impairment of access so long as the land owner retains or is furnished reasonable access to an existing public highway, to a frontage road, or to any other part of the public highway system. Inasmuch as such reasonable access can be restored for less than the damage allowance of $2,400 Federal participation will be limited to the lower amount of $1,950.00. The appraiser indicated that his estimate of $1950 to construct the road was a rough estimate only. We recommend a further study be made of this cost item to insure its accuracy.

Federal funds can participate in any supported amounts allowed for acquisition of land or other improvements.

REFERRED TO
Orig to Young
Date: 4-15 By: JBC
For: Plan District and Handler

RECEIVED
APR 14 1965
OREGON STATE HIGHWAY ENGINEER

Due Date:

Copy to Wright 4-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 6 - 1965
F. D. KLABOE

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 6, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

08-35.4-EC
X-file: I-5-2(31)72

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by
T. Dec
T. Dec
Engineering Coordinator

Federal-aid Interstate Program

Our March 6, 1964 memorandum withheld authorization to proceed with actual acquisition of right of way between Stations 405 and 445 on Item 352, I-5-2(31)72, Coyote Creek-Greve Creek, pending location approval. As the Sunny Valley Interchange has been approved we are in a position to authorize you to proceed with actual acquisition between Stations 405 and 445 effective this date, as requested by Mr. Young's April 1, 1965 letter. This authorization is subject to the following stipulations:

1. Federal funds will not participate for any payments made for loss or impairment of access when the landowner retains or is furnished reasonable access to an existing public highway, to a frontage road, or any other part of the public highway system. This pertains to all parcels including 37753.

2. Federal funds will not participate in payments for loss of parking as it may be reflected in the before and after appraisal on Parcel 37753 where the landowner presently uses the existing right of way for a business parking lot.

3. A number of sales have occurred recently at the proposed location of the Sunny Valley Interchange. Often such sales occur in anticipation of a highway improvement and may not in such a case represent the fair cash market value of the properties to be acquired before the taking. Our requirement is that a review be made of such sales by the appraiser to determine if they are speculative sales. If they are determined to be speculative sales based on anticipation of the highway improvement they must be excluded in arriving at market value. Appropriate comment must be made in the sales analysis and appraisals.

This authorization provides for a total estimated cost of $10,000 of which $9,000 are the Federal funds.

NOTED
F. D. KLABOE

orig to Young
copy to Wilmot
4-8-65

RECEIVED
OCT 26 1964

Cancel
21 H
Hic Hwy

October 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin 08-35.2-88
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(37)72
Coyote Cr.-Graves Cr. Section
Pacific Power & Light Co. Utility Adjustment

Our memorandum dated August 3, 1964, approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 4, 1964, furnished prior to award of contract for the physical construction, and the above-mentioned utility's telegram of this date and your acceptance of modifications indicated on its recap estimate, as well as the sketch maps and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated October 14, 1964.

We have approved the proposed X-permit eliminating access rights for this utility on October 14, 1964, and have returned all copies to your office. Please furnish this office with the necessary signed copies of the fully executed permits when received.

Our program memorandum dated July 30, 1964, authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

APPROVED
NOTED
LLOYD H. SHAW

original To Young
cc Litchfield
10-26-64

RECEIVED
AUG 13 1965
FOR FILE
I-5-2(4)112
6643

July 9, 1965

C. R. O'Neil
and Hannan Bros. Company
Route 2, Box 95
Creswell, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for grading, paving, structures and signing on the Grave Creek Section of the Pacific Highway in Josephine County for the sum of $1,670,638.30 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6643.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUN 23 1965

Form CD-33
(11-63)
(Prom. by
A.O. 2

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-2(48)72
6643

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1965

In reply refer to: 08-35.2-DB

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R.L PORTER

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(48)72
Grave Creek Section
Grading, Paving, Structures & Signing

P.S.&E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and control of access rights have been acquired or rights-of-entry obtained with relocation advisory assistance provided as indicated in Mr. Moehring's June 2 and June 4, 1965 as well as Mr. Litchfield's June 2, 1965 reports, with the following exceptions:

Parcel Nos. 36550, 37753, 37754, 37755, 37774, 37775, and 37,806.
Total Estimated Cost $14,350.
Utility access rights - Pacific Northwest Bell Telephone Co.
Pacific Power and Light Company.

We understand that further negotiations are in progress on the above seven parcels and if not successful, that condemnation suits will be filed with the expectation that all parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

You will recall that our December 1, 1964 memorandum on improved procedures in connection with accomplishing necessary utility adjustments established May 18, 1965 as the date after which we would expect to receive utility plans and estimate prior to our concurrence in award on all projects. Consequently, though authorization to proceed with reimbursable utility adjustments is being withheld, we will expect that the necessary documents including K-permits eliminating the above noted access rights will be furnished to comply with this requirement. Such action will not obviate the necessity for providing the certification required by subparagraph 10e(2) of PPM 21-6.3 regarding utility adjustment coordination. Furthermore, the last sentence of Article 7-26

Your [illegible] Take appropriate action

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of your special provisions should be revised to be consistent with this certification. It should be understood that your certification precludes time extensions as well as making due allowance in bids for any inconvenience or delay due to utility conflicts. It should be further understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

The pavement type selection for the project is accepted on the basis of documentation attached to your February 16, 1965, "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design as supplemented for the existing pavement by Mr. Gregg's June 1, 1965 report. Eligibility of the future 2-inch overlays for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

We hereby approve for this project the inclusion of the schedule of liquidated damages for the asphalt concrete pavement when the plant-mixed asphalt-aggregate mixture placed under the contract is compacted to a density less than that specified.

Mr. Young's June 3, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
JUN 4 - 1965
FOR FILING

FORM S-502—500M—1-65 SP*6416-724

I-5-2-(48)72
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

SUBJECT: Right of Way Status
Grave Creek Section
June 29 Bid Opening

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

All necessary right of way has been acquired on the Grave Creek Section except for the following files:

36550 - Price	$7,300
37753 - Long	100
37754 - Bailey	2,535
37755 - Yokum	225
37774 - Woolfolk	255
37775 - Murphy	1,950
37806 - Smith	1,985

In each of the above files, negotiations have been carried out to the point where there appears to be no hope for an amicable settlement, although we are still negotiating each file in an attempt to arrive at a settlement.

All of the above files are in the condemnation process, and filings in condemnation will be made well in advance of the date of bid opening. There will be no reason why the contractor cannot commence work on the date of bid opening. It is in the public interest to get this last segment of Interstate 5 in Josephine County under contract on the June 29 bid opening date.

Relocation advisory assistance has been given in every case where such was involved.

G. E. ROHDE
Chief Counsel

By

D. H. Moehring
Right of Way Engineer

NOTED
F.B. KLABOE

DHM:ge

cc - F. B. Klaboe
G. E. Rohde
C. H. Maison

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1965
FOR FILING

FORM E-30 REV 5-61 SP*6470-784

CONSTRUCTION DIVISION
RECEIVED
JUN 3 1965
NOTED-- CE ACE ACE COE

I-5-2(48)72

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1965

To: F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Supplemental Base Design
Grave Creek Section
Pacific Highway (FA 3)
Josephine County

Attention: G. L. Decker

A condition survey of the existing roadway on the subject section has been completed, and the following information is submitted.

Attached is a "Supplemental Project Base Design" with supporting data, recommending 3" of Plant Mix Bituminous Base, 3" of A.C. to be placed immediately, and 2" of A.C. to be placed at a later date.

Values assigned components of the "Existing Roadway" are as follows:

1" A.C.	=	2 " Crushed Base
1" PMBB	=	1½" Crushed Base
1" Bit. Mac. (In Place)	=	1 " Crushed Base
1" Base or Select Topping (In Place)	=	½" Crushed Base

Only the original thickness of the Bituminous Macadam was considered, as any greater depth would indicate patching or sealing due to distress.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
C. J. Gregg
Ass't Section Supervisor

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page ____ of ____ Pages

SUPPLEMENTAL

Section GRAVE CREEK Highway PACIFIC (FA 3) County JOSEPHINE Prefix 617-1472

Res. Engr. _____ Approx. Length 0.5 Miles. Sta. 414± to Sta. 445± Date 5-28-65

Truck A.D.T. 770 Traffic Coefficient 10.3 18 kip s.a. per day 539.4.

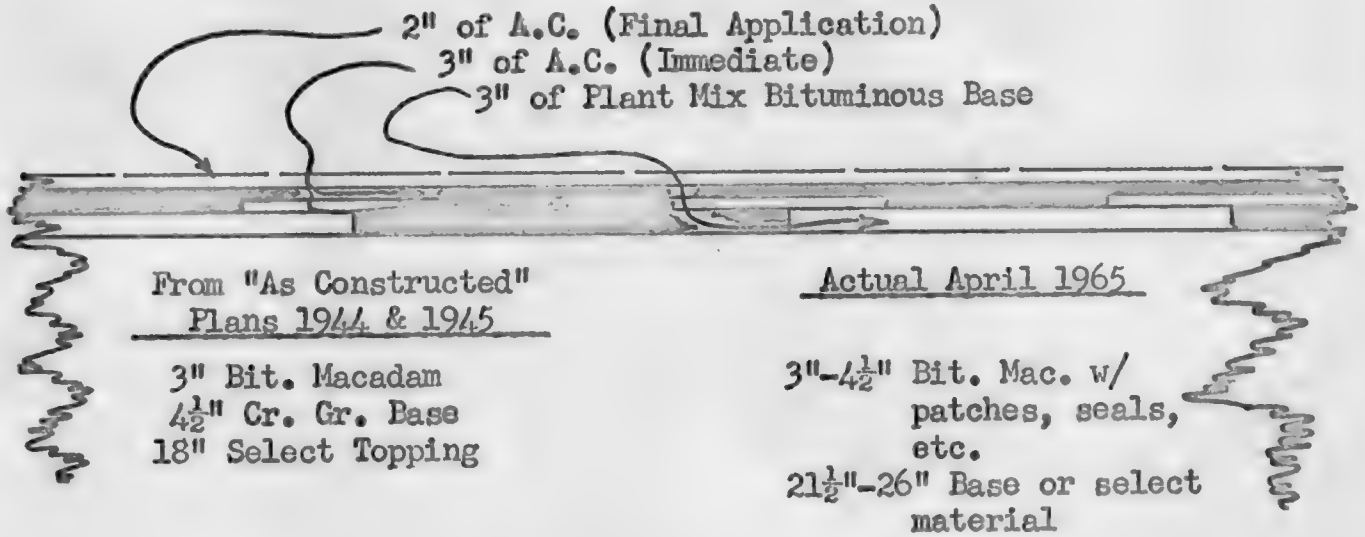
Annual Precipitation 42"± Frost Penetration - - - - - - - - .

(1)
Typical Soil
24 LL
3 PI
82 %P 10
49 %P200
18 %Gravel
18 %C Sand
16 %F Sand
37 %Silt
11 %Clay
25 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

Existing Roadway



From "As Constructed" Plans 1944 & 1945
3" Bit. Macadam
4½" Cr. Gr. Base
18" Select Topping

Actual April 1965
3"-4½" Bit. Mac. w/ patches, seals, etc.
21½"-26" Base or select material

CBE Total Req.	Credit	Actual Thick.	
	4	2	A.C. (Final)
	6	3	A.C. (Immed)
	4½	3	PMBB
	IN PLACE - AVERAGE		
	3	3	
	10½	21	
28½	28	32	

Traffic Analysis and Pavement Type Selection submitted with Project Base Design dated 2-16-65.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. D. Green for Staff Assistant

Recommended by John C. Wiltsie Asst. Engineer of Materials

Recommended by D. L. Decker asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

Station		Hole No.	Depth	Top Size	P½	P40	P200	LL	PI	SE	OAD	"R" Value	Classif.	Remarks
													Oil - Broken, patched, rutted	
443+80	2'Lt	1	0-3"											
			3"-4"		No sample - couldn't distinguish contact									
											23.90		A-1-a	
			4"-5 3/4"	2"	51.7	44.2	10.1	18	1	22.7	1.6	77	Si Sa Gr	
											23.04		A-1-a	
			5 3/4"-25"	5"	36.0	31.6	5.5	19	0	26.2	1.2	76	Si Sa Gr	NM = 5.0%
			25"-29"		Compared to material above									
													A-4	NM = 18.7%
			29"-43"	1"	94.6	64.3	50.0	32	8	12.3		18	Cl. Si.	at 36"
													Oil - Broken, patched, rutted	
438+60	CL	2	0-3"											
					(Compared to Hole #1, 4"-5 3/4"						23.90		A-1-a)	
			3"-5 3/4"	(2"	51.7	44.2	10.1	18	1	22.7	1.6	77	Si Sa Gr)	
											25.67		A-1-a	
			5 3/4"-25"	4"	30.9	7.8	4.1	21	1	22.2	1.5	84	Gr	
					(Compared to Hole #4, 25"-36"								A-4	)
			24"-36"	(1"	94.5	76.1	59.3	28	7	8.4		10	Cl. Si.	NM = 14.7%)
													Oil - Rutted - Sealed	
416+15	12'Lt	3	0-4½"											
											21.95		A-1-a	
			4½"-9"	1½"	39.4	12.9	7.4	17	0	31.1	1.0		Si Sa Gr	
					(Compared to Hole #1, 5 3/4"-25"						23.04		A-1-a)	
			9"-26"	(5"	36.0	31.6	5.5	19	0	26.2	1.2	76	Si Sa Gr.)	
					Compared to Hole #4, 25"-36"								A-4	
			26"-36"	1"	94.5	76.1	59.3	28	7	8.4		10	Cl. Si.	NM = 14.7%
													Oil - slight rutting	
													2 seals	
389+12	1'Rt	4	0-4"								26.92		A-1-a	
			4"-8"	2"	46.9	14.2	8.7	17	0	24.4	2.2	82	Si Sa Gr	
											22.20			
			8"-26"	10"	39.2	15.5	9.1	22	3	20.8	1.1	54		
													A-4	
			26"-36"	1"	94.5	76.1	59.3	28	7	8.4		10	Cl. Si	NM = 14.7%

Laboratory

Project: Grave Creek
Engineer: Pacific
Contractor:
Inspected by: F.W. Yarbrough

County: Josephine
Date Received: April 25, 19[illegible]

REPORT ON SAMPLE OF [illegible]

Source of material: Sta. 443+30 Hole # 1, 2'Lt.
Sampled or inspected at: 4"-5 3/4"
Delivered
Sampled or inspected by
Type of Material

Laboratory No.: 72-[illegible]
Date Received: 2133
Reported to
Quantity represented
Sample No.:

TEST RESULTS

SOIL CONSTANTS PL= 17

L.L.	18	
P.I.	1	
Sp. Gr. (Pycnometer)	2.4	
Sand equivalent	22.7%	
Hygroscopic Moisture	%	
Field Condition	%	
Classification	A-1-a	
	P20	

SIEVE ANALYSIS

% Single Sieve	Passing
5"	44.2
3"	30.7
2"	17.4
1"	14.4
3/4"	10.1

DETERMINATION OF [illegible]

	% Moisture
5"	
3"	
2"	
1"	
3/4"	

SIEVE TEST: Embedded Unembedded

Mass 2

SI Sa. Gr.

OAD- P#20 - 23.90
H - 1.6

HYDROMETER ANALYSIS

Coarser than larger than 2.0 mm.	
Coarse sand, 2.0 to 0.42 mm.	
Fine sand, 42 to 0.074 mm.	
Silt, 0.074 to .02 mm.	
Silt, 0.02 to 0.005 mm.	
Clay, smaller than 0.005 mm.	
Colloids, smaller than 0.001 mm.	

#4	2"	0.0	100.0
	1 1/2"	2.7	97.3
	1"	6.2	91.1
	3/4"	5.3	85.8
	1/2"	10.6	75.2
	3/8"	11.1	64.1
	1/4"	12.4	51.7
	#4	7.5	44.2

86

77

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REMARKS [illegible]

Engineer of Materials

Form P-[illegible] 55332

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Grave Creek — Prefix No 617-1472-910

Highway Local — County Josephine

Contractor — Contract No. — F. A. Project No.

Submitted by F.W. Yarbrough — Date Reported April 20, 1965

REPORT ON SAMPLE OF SOIL

Source of material Sta. 443+80.0 Hole #1, 2'-4' — Laboratory No 22,706

Sampled or inspected at 5 3/4" - 25" — Data Sheet No. A 8213

To be used — Date received April 20, 1965

Sampled or inspected by — Quantity represented

Type of Material — Sample No

TEST RESULTS

SOIL CONSTANTS

L.L.	19
P.I.	0
Sp. Gr. (Le Chatelier)	
Sand Equivalent	
Natural Moisture *	5.0%
Loss on Ignition	%
Classification	A-1-a
* at 18"	

SIEVE ANALYSIS.

Sieve	% Passing	% Retained
		Loss
	68.4	31.6
	10.5	21.1
	10.3	10.3
		8.3
	2.8	5.5
	5.5	

COMPACTION DETERMINATION

	% Moisture
	5.9
	7.3
	9.7
	11.6
	13.2

Sl. Sa. Gr.

OAD - P#20 - 23.04

#4 - 1.2

DIRECT SHEAR TEST.

Remolded Undisturbed

Moisture

Dry Density

Cohesion

Angle of Internal Friction

HYDROMETER ANALYSIS

	Passing No 10	Total Sample
Particles larger than 2.0 mm	%	78.9 %
Coarse sand, 2.0 to 0.42 mm.	51.6 %	10.8 %
Fine sand, 0.42 to 0.074 mm	12.0 %	4.0 %
Silt, 0.074 to .02 mm	9.4 %	2.0 %
Silt 0.02 to 0.005 mm	%	1.7 %
Clay, smaller than 0.005 mm	26.0 %	1.8 %
Colloids, smaller than 0.001 mm.	%	%

#	4"	7.2	92.8
	2"	8.9	83.9
	1½"	10.1	73.8
	1"	11.7	62.1
	3/4	5.8	56.3
	½"	7.1	49.2
	3/8"	6.0	43.2
	¼"	7.2	36.0
	#4	#4	31.6

Expansion Index 2

Compaction Curve

Moisture — 7.5 — 6.6 — 6.2

Density — 135 — 132 — 130

Expansion — 2 — 0

Pressure — 200 — 400 — 800

Curve — 70 — 74 — 86

Sample — 76

Soil Type — Graded Gravel

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Engineer of Materials

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OREGON STATE HIGHWAY DIVISION

Materials Division

Laboratory Report

Project Grave Creek — Prefix No. 617-1172-219

Highway Pacific — County Douglas

Contractor — Contract No. — F. A. Project No.

Submitted by F.W. Yarbrough — Date Reported April 29, 1965

REPORT ON SAMPLE OF SOIL

Source of material Sta. 443+80, Lane #1, 2'-4'. — Laboratory No. 724766

Sampled or inspected at 29"-43" — Data Sheet No. A-32133

To be used — Date received April [illegible], 1965

Sampled or inspected by — Quantity represented

Type of Material — Sample No.

TEST RESULTS

SOIL CONSTANTS PL = 24

L. 32

P.I. 8

Sp. Gr. (Le Chatelier) 2.7

Sand Equivalent 12.[illegible]%

Natural Moisture * 18.[illegible]%

Loss on Ignition [illegible]%

Classification A-4

* at 36" P200

CL Sa

SIEVE ANALYSIS:

Sieve	% Passing
Fraction	
4	83.3
10	70.4
40	47.0
[illegible]	[illegible]
200	29.4

MOISTURE DETERMINATION:

	% Moisture
[illegible]	10.7
[illegible]	12.9
[illegible]	15.6
[illegible]	7.2
[illegible]	11.4

HYDROMETER ANALYSIS

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	12.7 %
Coarse sand, 2.0 to 0.42 mm.	20.[illegible]%	17.[illegible]%
Fine sand, 0.42 to 0.074 mm.	17.[illegible]%	14.[illegible]%
Silt, 0.074 to .02 mm.	24.7%	20.[illegible]
Silt 0.02 to 0.005 mm.	2[illegible].1%	[illegible].[illegible]
Clay, smaller than 0.005 mm.	22.5%	18.[illegible]%
Colloids, smaller than 0.001 mm.	%	%

*	1"	0.0	100.0
	3/4"	0.4	99.6
	1/2"	0.6	[illegible]
	3/8"	0.9	[illegible]
	1/4"	3.5	96.6
#4		2.9	91.7

SHEAR TEST:

Remolded Undisturbed

M	12.5	15.7	14.8
[illegible]	19.	20.6	17
[illegible] mm.	0	1	4
[illegible]	4.12	3.02	2.50
[illegible]	160	300	300
[illegible]	15	21	40
psi			14
[illegible]re			

REMARKS: Unsatisfactory "R" value from expansion pressure data.

R = 18

TC = 10.3

CKE = 30.0

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O. Q. Ruthrauff

Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT

Materials & Research

Laboratory Report

Project Grave Creek — Prefix No. 617-1472-219

Highway Kerbyville — County Josephine

Contractor — Contract No. — F. A. Project No.

Submitted by R.W. Yarbrough — Date Reported April 28, 1965

REPORT ON SAMPLE OF SOIL

Source of material Sta. 438+60, Hole #2, ℄ — Laboratory No. 72123

Sampled or inspected at 5 3/4" - 25" — Data Sheet No. A 82134

To be used — Date received April 14, 1965

Sampled or inspected by — Quantity represented

Type of Material — Sample No.

TEST RESULTS

SOIL CONSTANTS LL = 20

LL	21			
PI	-	* Retained	% Passing	
Sp. Gr. (Le Chatelier)	2.64	4	72.	27.2
Sand Equivalent	22.2%	10	14.7	12.5
Natural Moisture	%	40	6.7	7.4
Loss on Ignition	%	60	10.	6.4
Classification	A-1-a	200	7.3	4.1
		Pan	0.1	

Gr.

SIEVE ANALYSIS:

% Passing

COMPACTION:

% Moisture

TEST:

Remolded Undisturbed

OAD-P20-25.67
Ht - 1.5

HYDROMETER ANALYSIS

	Passing No. 10	Sieve
Particles larger than 2.0 mm.	27.	
Coarse sand, 2.0 to 0.42 mm.	5.	
Fine sand, 0.42 to 0.074 mm.	4.	
Silt, 0.074 to 0.02 mm.	14.	
Silt 0.02 to 0.005 mm.	4.	
Clay, smaller than 0.005 mm.	10.	
Colloids, smaller than 0.001 mm.	6	

*	4"	9.7	91.3
	3"	6.6	83.7
	2"	12.7	71.0
	1½"	7.6	63.4
	1"	9.5	53.9
	3/4"	5.6	48.3
	½"	6.1	42.2
	3/8"	5.2	37.0
	¼"	6.1	30.9
	#4	3.7	27.2

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Engineer of Materials

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OREGON STATE HIGHWAY [illegible]

Materials Division

Laboratory Report

Project Grave Creek — Prefix No. 617-1472-910

Highway Pacific — County Josephine

Contractor — F.A. Project No.

Submitted by F.W. Yarbrough — Date Reported April 20, 1965

REPORT ON SAMPLE OF SOIL

Source of material Sta. 416+15, Hole #3 — Laboratory No. 72,707

Sampled or inspected at 5½"-9" — Dist. Sheet No. 82133

To be used — Date received April 14, 1965

Sampled or inspected by — Quantity represented

Type of Material — Sample No.

TEST RESULTS

SOIL CONSTANTS

L.L.	27	
P.I.	5	
Sp. Gr. (Le Chatelier)	2.92	
Sand Equivalent	31.1	%
Natural Moisture		%
Loss on Ignition		%
Classification	A-1-a	

Sl. Sa. Gr.

SIEVE ANALYSIS

Sieve	% Passing	Passes
4	67.4	32.6
10	10.4	22.1
40	9.4	12.9
200	2.4	10.0
	3.4	7.4
	1.4	

OAD - P = 20 - 21.95
LL = 1.0

HYDROMETER ANALYSIS

	Passing No.	% Finer than Sample
Particles larger than 2.0 mm		77.4
Coarse sand, 2.0 to 0.42 mm		4.2
Fine sand, 0.42 to 0.074 mm		9.4
Silt, 0.074 to 0.02 mm		2.6
Silt 0.02 to 0.005 mm		2.4
Clay, smaller than 0.005 mm		2.2
Colloids, smaller than 0.001 mm		

+ 1½"	0.0	100.0
1"	13.5	86.5
¾"	11.2	75.3
½"	15.7	59.6
⅜"	9.0	50.6
¼"	11.2	39.4
#4	6.8	32.6

MOISTURE DETERMINATION

Test No.	% Moisture
	3.6
	[illegible]
	7.2
	[illegible]
	11.9

SHEAR TEST:

Remolded Undisturbed

Thickness 2

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Project Grave Creek — Prefix No. 617-1472-910
Highway Laurie — County Josephine
Contractor — Contract No. — F. A. Project No.
Submitted by F.W. Yarbrough — Date Reported April 25, 1965

REPORT ON SAMPLE OF SOIL

Source of material Sta. 389+12, 1' Rt, Hole # 4 — Laboratory No. 7[illegible]
Sampled or inspected at 4'-8" — Date Sheet No. A[illegible]
To be used — Date received April [illegible], 1965
Sampled or inspected by — Quantity represented
Type of Material — Sample No.

TEST RESULTS

SOIL CONSTANTS

L.L.	17
P.I.	0
Sp. Gr. Le Chatelier	2.92
Sand Equivalent	24.4%
Natural Moisture	%
Loss on Ignition	%
Classification	A-1-a

Si. Sa. Gr.

SIEVE ANALYSIS

Passing	% Passing Sample	Loss
#4	[illegible]	29.4
#10	22.9	25.5
#40	11.3	17.2
#80	5.0	12.2
#200	3.5	8.7
#270	2.7	

DETERMINATION

% Moisture
2.4
2.2
2.3
2.3
10.9

MECHANICAL TEST

Remolded Undisturbed

OAD = P#30 - 24.92
Pt - 2.2

HYDROMETER ANALYSIS

	Passing	% Passing Sample
Particles larger than 2.0 mm.	[illegible]	[illegible]
Coarse sand, 2.0 to 0.42 mm.	[illegible]	[illegible]
Fine sand, 0.42 to 0.074 mm.	[illegible]	5.2
Silt, 0.074 to .02 mm.	[illegible]	2.4
Silt 0.02 to 0.005 mm.	[illegible]	[illegible]
Clay, smaller than 0.005 mm.	10.0%	.7
Colloids, smaller than 0.001 mm.	[illegible]	[illegible]

X	2"	0.0	100.0
	1½"	0.7	99.3
	1"	7.9	91.4
	¾"	10.0	81.4
	½"	10.0	71.4
	⅜"	10.8	60.6
	¼"	13.6	46.9
	#4	7.5	39.4

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STATE HIGHWAY DEPARTMENT
Materials and Research

Laboratory Report

Project Grave Creek — Project No. 317-1(12)-9[illegible]
Highway Pacific — County Josephine
Contractor — Contract No. — F. A. Project No.
Submitted by F.W. Yarbrough — Date Reported April 26, 19[illegible]

Page 2 of 2 pages

REPORT ON SAMPLE OF SOIL

Source of material Sta. 389+12, 1'Rt. [illegible]
Sampled or inspected at 8"-26"
To be used
Sampled or inspected by
Type of Material

Laboratory No. 72,770
Date Sheet No. A 92113
Date Received April [illegible], 1965
Quantity represented
Sheet No.

TEST RESULTS

SOIL CONSTANTS PL=19

		Fraction	% Sample	Base
L.L.	42			
P.I.	23	#10	Sample	6.2
Sp. Gr. Le Chatelier	2.[illegible]	#4	[illegible]	54.7
Sand Equivalent	20.[illegible]%	1"	[illegible]	25.6
Natural Moisture	%	3/4"	10.1	15.5
Loss on Ignition	%	1/2"	[illegible]	12.9
Classification A-1-a		3/8"	[illegible]	9.1
		#4	9.1	

SIEVE ANALYSIS:

DESIGNATION:

Si Sa Gr

MOISTURE TEST: Remolded Undisturbed

OAD = PI=20 - 22.20
HH = 1.1

HYDROMETER ANALYSIS	Passing No.	% Sample
Particles larger than 2.0 mm.	%	[illegible]
Coarse sand, 2.0 to 0.42 mm	[illegible]	[illegible]
Fine sand 0.42 to 0.074 mm	[illegible]	[illegible]
Silt, 0.074 to .02 mm.	[illegible]	[illegible]
Silt 0.02 to 0.005 mm	[illegible]	2.7
Clay, smaller than [illegible] mm	[illegible]	[illegible]
Colloids smaller than 0.00[illegible] mm.	[illegible]	

	4"	0.0	100.0
	3"	9.0	91.0
	2"	6.4	84.6
	1½"	10.5	74.1
	1"	8.7	65.4
	¾"	6.9	58.5
	½"	6.9	51.6
	⅜"	5.5	46.1
	¼"	6.9	39.2
	#4	4.5	34.7

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Materials Division

Laboratory Report

Project Grave Creek — Prefix No. 617-1[illegible]-21[illegible]

Highway Route 96 — County Siskiyou

Contractor _____ Contract No. _____ — F. A. Project No. _____

Submitted by F.W. Yarbrough — Date Reported April 20, 1965

Page 2 of 2 pages

REPORT ON SAMPLE OF SOIL

Source of material Sta. 389+12, 12' Lt., Hole #4 — Laboratory No. 72,770

Sampled or inspected at 26" - 36" — Data Sheet No. A 82532

To be used _____ — Date received April 14, 1965

Sampled or inspected by _____ — Quantity represented _____

Type of Material _____ — Sample No. _____

TEST RESULTS

SOIL CONSTANTS PL = 21

L.L.	28		
P.I.	7		
Sp. Gr. (Le Chatelier)	2.[illegible]		
Sand Equivalent	[illegible]		
Natural Moisture	[illegible]%		
Loss on Ignition	[illegible]%		
Classification	A-4		
	Cl. Si.		

SIEVE ANALYSIS

Sieve	Percent Passing
#4	93.1
#10	86.3
#40	76.1
#100	70.9
#200	59.3

HYDROMETER ANALYSIS

	Particle Size	Percent Passing
Particles larger than 2.0 mm.		[illegible]
Coarse sand, 2.0 to 0.42 mm.	[illegible]	[illegible]
Fine sand, 0.42 to 0.074 mm.	[illegible]	[illegible]
Silt, 0.074 to 0.02 mm.	[illegible]	23.2
Silt 0.02 to 0.005 mm.	[illegible]	10.[illegible]
Clay, smaller than 0.005 mm.	[illegible]	21.[illegible]
Colloids, smaller than 0.001 mm.		[illegible]

1"		0.0	100.0
3/4"		0.3	99.7
1/2"		0.8	98.9
3/8"		1.2	97.7
#4		3.2	94.5
#4		1.4	93.1

EXAMINATION

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1.[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	13.[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

SHEAR TEST

Remolded Undisturbed

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

REMARKS AND RECOMMENDATIONS

LL = 10
PC = 10.3
CBE = 33.0

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OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project GRAVE CREEK Highway PACIFIC Date 4-13, 1965

County JOSEPHINE Res. Engineer ..... Prefix .....

Exploration equipment used .....

Exploration area: Cut, depth ..... ft. Embankment fonda.—Emb. ht. ..... ft.

..... Station 443+80 Lt. 21' C. L. ..... Rt. .....

Borrow—Quarry—Location .....

Hole location .....

Slide—Horizontal hole ..... Vertical Hole .....

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Hole No. 1

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0		Pavement broken - rutted, poor condition
3"		Oil appears to have been sealed - cores cracked - broken
4"		from 3 to 4" crushed greestone level contact difficult to distinguish
5 3/4"	A82133	crushed greenstone 1½"-0 Silty sandy-Gravels similar to greenstone base on Canyonville - Bear Gulch. Bag Sample (small)
25"	A82133	Brown silty sandy gravels - Gravels for the most part are soft 5" to 0. Bag & plastic can #18 moisture sample at 18"
29"		Grey silty sandy gravels - similar to above material 3"-0, probably a few % less passing the #200 sieve.
32"		Yellowish - brown sandy silt some fragments similar to material sampled from Hole #4
43"	A82133	Reddish sandy silt Bag & Bottle Contact not sharp but material gradually changes.

NOTE: Prepare a sheet for each hole. Mail copies **at end of day.** Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

.....

Soils, Geologist or Driller

Form E-224—12,500 Sets—8-60

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project GRAVE CREEK Highway PACIFIC Date 4-13, 1965

County JOSEPHINE Res. Engineer Prefix

Exploration equipment used

Exploration area: Cut, depth ft. Embankment fonda.—Emb. ht. ft.

Station 438+60 Lt. C. L. ✓ Rt.

Borrow—Quarry—Location

Hole location

Slide—Horizontal hole Vertical Hole

Station Lt. C. L. Rt.

Hole No. 2

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
		Pavement broken rutted. Patches are to the north of this section.
0		Oil surface - appears to have been sealed
3"		Crushed greenstone similar to material sampled from Hole #1
5 3/4"	A82133	Brown silty sandy gravels, this material seems to have a higher % P#200 sieve, than the material obtained from Hole #1 Bag Sample
25"		Yellowish brown silty sand ¼"-0. This is believed to be a decomposed rock and is somewhat similar to a silty decomposed granite in texture. This material is represented by sample obtained from Hole #4 25" to 36". (material of similar color was noted on new subgrade)
36"		

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

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Soils, Geologist or Driller

Form E-324—12,500 Sets—8-60

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project GRAVE CREEK Highway PACIFIC Date 4-13, 1965

County JOSEPHINE Res. Engineer Prefix

Exploration equipment used

Exploration area: Cut, depth ft. Embankment fonda.—Emb. ht. ft.

Station 416+15 Lt. 12' C. L. Rt.

Borrow—Quarry—Location

Hole location

Slide—Horizontal hole Vertical Hole

Station Lt. C. L. Rt.

Hole No. 3

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
Indicate in Feet Distance from ground surface to various soil and rock formations 0 4½" 5½" 9" 26" 36"		Pavement surface somewhat rutted - no visible breaks Oil - probably has been sealed or covered with thin overlay (note thickness) Crushed greenstone 1½"-0 could not distinguish a contact between finer material - Bag Sample obtained from 5½"-9". Silty gravels 5" max. size similar to material obtained from Hole #1. Photograph shows this material. Yellowish or greyish brown silty sand soft. Greenstone fragments ½"± max. size. Similar to material sampled from Hole #4.

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Resident Engineer

Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project GRAVE CREEK Highway PACIFIC Date 4-13, 1965

County JOSEPHINE Res. Engineer Prefix

Exploration equipment used

Exploration area: Cut, depth ft. Embankment fonda.—Emb. ht. ft.

Station 389+12 Lt. C. L. Rt. 1'

Borrow—Quarry—Location

Hole location

Slide—Horizontal hole Vertical Hole

Station Lt. C. L. Rt.

Hole No. 4

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0		Surface appears good rutting slight if exists.
4"		Oil - B-11 as from all locations. 2 seal coats can be distinguished for a total of 3/4".
8"	A82133	Crushed greenstone may be 3/4"-0 and 1½"-0 combined - could not distinguish a contact similar to material from Holes #1, 2, & 3. Bag Sample
26"	A82133	Silty sandy gravels 10"-0 generally similar to material from Hole #1 gradation and moisture content. Bag Sample
36"	A82133	Gravelly yellowish brown silty sand. Soft fragments of weathered greenstone. Bag & Bottle

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy to be retained by Reporter

Soils, Geologist or Driller

RECEIVED
JUN 23 1965
FOR FILING

I.S.2(48)72
6643

Grace A. Sec

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		4,800	12,600 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	405 (14)(18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only: POST MI. (24)(26)	DESIG. 27
					I-	5-2(48)		72	

COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
Josephine	033	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
I	I-5		I-5

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., four 12' lanes H.T. pave. with 10' R & 6' L shldrs. on free location. 2 twin O'xing strs., 1 Br. (NB), 1 Br. on frontage road (900').
	1,750,000	1,610,000	140,000		ROW - 270' min.; access control - full; parking restrictions - complete. Utility-adj. required incl. prep. work.
1.35	1,750,000	1,610,000	140,000		

(16) (23)(24) (33)

REMARKS

Additional data - Item 121, Project I-5-2(22)68 and Item 352, Project I-5-2(31)72.

USCOMM DUSCOMM-DC 48908-P61

RECEIVED
APR 8 - 1965
FOR FILING
I-5-2(41)12
6643

APR 5 1965

32-10

Mr. Hugh Long
927 Southeast 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

While we are glad to be informed further of your desires in regard to access from your place of business to Interstate Route 5 at Sunny Valley, these are matters to be resolved by you with the Oregon State Highway Department. The designs by which Federal-aid highways, including Interstate routes, are constructed to serve existing and probable future traffic needs are determined initially by the appropriate State highway departments. The States' designs are subject to our approval to insure efficiency and economy in the expenditure of the Federal funds involved.

A State in its planning must consider the safety of the public in highway travel, the proper expenditure of public highway funds, and its own laws and regulations as are applicable to persons and properties affected by the highway construction. Under these circumstances, therefore, your presentations should be continued to the Oregon State Highway Department.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

[illegible] ALONG THE LOCATION
REAL ESTATE
[illegible] Grants Pass, Ore.
Phone

March 29.1965

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
U.S. Department of Commerce
Washington, D.C. 20235

Dear Mr. Whitton:

SUBJECT: Equitable exchange for the established ingress & egress approaches serving a long and well established Highway Service

You are now in the process or about to start construction of the Interchange on Interstate 5, at Sunny Valley, Oregon.

You are leaving both the Highway and business property , known as the Mt. Sexton Trading Post, at their common boundry, and are depriving the Trading Post of its Highway Trade , which is a great loss. Would it be too much to expect the Highway Department to provide a properly planned egress and ingress approaches to and from the interchange so it will loop around the Trading Post Store?

In accordance with the law or equitable procedure, in the taking of property by Eminent Domain, the Oregon State Highway Commission and the Bureau of Public Roads has not granted or offered an equitable compensation for the taking away of the present established egress and ingress approaches to the Mt. Sexton Trading Post Store, Sunny Valley, Oregon. Or, have they offered to reconstruct a near or equal approaches serving this long established needed Highway Service STOP for the motoring public, a vital location.

As it is now planned the proposed approaches will come close to wrecking a business I have spent years in developing and beautifying, and, which could become an eyesore fronting or facing the Freeway in this beautiful Mountain Area. All of which is contrary to our National Development Scheme of beautifying our Highways and country side.

I hereby ask that you resubmit plans for suitable, equitable, and adequate approaches for which this business is entitled, for its preservation and maintain the beauty of the area. I should have ingress and egress approaches to and from and off the interchange loop roads, leading to and circling into and out of the property. Thereby serving this property and business as do the existing approaches , which can be easily and constructively provided as it should be done so to adequately serve this $100,000.00 or more business establishment, and in turn, keeping in line with good Engineering and business sense.

I cannot do justice to the business and agree to accept the egress and ingress approaches that have been submitted to me. Nor should I be expected to permit Entry by the Highway Department, unless I have guaranteed assurance that adequate approaches will be suitably constructed to replace the present established approaches as guaranteed to me by the State of Oregon.

This question can be agreeably and promptly determined as follows: Comply with copy of a letter to Mr. Riley, District Right of Way Supervisor, Dated Feb. 24.1965 . Or— Department of Highway Engineers and planners provide two (2) ingress & egress Approaches; One (1) to serve the Residence and another one (1) to serve the business as now exists and granted by the State of Oregon. These approaches to be located fronting toward and extended into the property, One (1) on each side of the four (4) corner intersection

(Cont. to page 2)

Page two, egress & ingress approaches Continued:

intersection at the meeting of the Frontage Roads West Side of Interstate 5, or at the N.W. Corner of the property so arranged to tie-in with a circle road to serve the Trading Post business, truckers and the motoring public. Similar to that which the present established approaches now serve this specific Home and Business. Here the traveling public and truckers can ingress and egress in a circle to and from. I want to provide this same service and convenience in the new proposed approaches, or nearly so.

Or I would accept and should be acceptable to the Highway Commission and the Bureau of Public Roads to construct one (1) approach, ingress and egress, tieing in with the four (4) corner intersection frontage roads , west side of Interstate 5 in connection with a circle road to serve the residence and the Trading Post. Said road approaches must pass through adjacent property to Trading Post, on the West and North Sides.

Such an arrangement as above outlined is a fair and practical one for the Highway Department to follow through. Since it is a fact that the closing of the present established two (2) approaches will, regardless of the Interchange, decrease the business at the Store, at least Fifty Percent (50%). The Highway Department should compensate for this loss of business income.

If I, Hugh Long, Legal Owner of said business and property will go along with the above plan, then, the Highway Department should be more than pleased to want to go along with this plan of ingress and egress approaches.

Prior to your construction and present construction on the Highway now designated as U.S. Interstate 5, I was ceded and granted permanent ingress and egress to and from that area where the Old Siskiyou Road is now crossed by U.S. Interstate 5. I still hold that this right to permanent ingress and egress to be still binding both parties, The State of Oregon and me.

This agreement between the State of Oregon and me was entered into more than (12) twelve years ago. It is on record in the office of this County. For these last twelve (12) years, the motoring public has been accomodated by this agreement ceded to me by the State of Oregon.

Thanking you for your attention and early considered reply to this most important Subject.

Sincerely,

Hugh Long, Legal Owner
927 S.E. 7th. Street,
Grants Pass, Oregon 97526

cc: Mr. Forest Cooper
Oregon State Engineer
Salem, Oregon.

Mr. L.M. Riley
District Right of Way Supervisor.

RECEIVED
MAR 23 1965
FOR FILING
Const
R/W
Roadway
Spec

March 22, 1965

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

Thank you for your March 16 letter relative to the Sunny Valley Interchange on Interstate 5.

The right-of-way and engineering staffs from our Roseburg office can explain to you the details of the proposed Sunny Valley Interchange and how service to your property can be obtained.

I think it is redundent for me to state that direct approaches to the Interstate system are not possible but that ingress and egress by means of the interchange itself can be provided. Federal Interstate regulations are quite strict on this point and they leave very little latitude for variations.

I am confident that something can be worked out that will serve your property adequately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd F. Shaw
Mr. Victor D. Wolfe
Mr. L. R. Chandler
Mr. L. W. Riley

RECEIVED
MAR 23 1965

FOR FILING
Const
R/W
Roseburg, S
Spec

March 22, 1965

Mr. High Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

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I am confident that something can be worked out that will serve your property adequately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd F. Shaw
Mr. Victor D. Wolfe
Mr. L. R. Chandler
Mr. L. W. Riley

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. • Grants Pass, Ore. 97526
Phone 474-1918

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

March 16.1965

Mr. Forest Cooper
State Highway Engineer
Salem , Oregon 97310

REGISTERED LETTER

SUBJECT: Access & Egress Approaches,
Mt. Sexton Trading Post,
Sunny Valley, Oregon.

Dear Mr. Cooper:

I wish to thank you and your Staff for your decision to locate the Sunny Valley Interchange, Interstate 5, South of the Grave Creek Bridge.

NOW that you have determined to construct the Interchange near the site of the Mt. Sexton Trading Post, the questions of access & egress to and from the Post arise. It is vital to the important service that this Post renders to the motoring public that there be easy and sufficient access to & egress from this Post. ALSO, without this Highway Trade the POST would suffer a severe financial LOSS.

AND TOO, trucks can come and go for their needed service in this specific area without having to turn around just as they can do at the present approaches with little or no interference to Highway traffic. All of which is the main reason for reconstructing the Highway in this particular area. ALSO, this location does furnish a much needed Truck Stop, and a Service to the traveling public in the Mt. Sexton Area during the entire year, SUMMER or WINTER.

Mr. L.W. Riley, District Right of Way Supervisor and Mr. Griffin, these two fine gentlemen have been very cooperative with me in discussing suitable and equitable approaches to replace the present established approaches.

We have under discussion, for the new approaches, which I have detailed in a copy of a letter to Mr. Riley, February 24. 1965, that will provide nearly the same public service to and from the Trading Post with little Frontage Road Right of Way COST to the Higheay Department, and in turn, will preserve present business and property values without serious LOSS to the LEGAL OWNER. Without this arrangement for access & Egress approaches the owner of this business and property could suffer near a complete LOSS.

I ask that your Department cooperate with me as I have outlined in letter to Mr. Riley, and, if you will follow through with me will be an equitable solution to the Mt. Sexton Trading Post access & egress approaches, and also for the best interest of all concerned.

Thanking you for your attention to this most important subject.

Sincerely,
Hugh Long
Hugh Long.

cc: Mr. L.W. Riley,
District Right of Way Supervisor,
Roseburg, Oregon.

MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1965
STATE HIGHWAY COMMISSION

APR 4 1965

FOR FILING

I-5-2(48)72
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1965

SUBJECT: Sunny Valley Interchange
Grave Creek-Jump Off Joe Section
Pacific Highway

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Herewith a history of the access points issued by permit to Mr. Hugh Long and Mr. R.R. Trader (contract purchaser) for the property lying in the southwest quadrant of the proposed Sunny Valley Interchange.

The permit #12854 has typed on the front page that it cancels the permit #2683 which was Mr. Long's. Mr. Ross of the Permits Section said this is binding and that the accesses stay with the land, not the owner.

It would appear that Mr. Long had no access rights from the time Mr. R.R. Trader received his permit on April 12, 1963. Of course, it will be necessary to purchase the access rights now in effect.

F.D. Morgan
Construction Engineer

By
D.N. Stoudenmeyer
Assistant Urban Engineer

F. B. KLABOE
NOTED

DNS:jp
Attach

cc: W.T. Wright
Webb Ross

NOTED
LLOYD P. SHAW

Hugh Long Property - S. W. Quadrant Sunny Valley Interchange

2-13-52 - Long purchased said property from F. C. Tracy. R/W File 37753.

3-13-52 - Issued Permit #2683 to Hugh and Ruth Long for two 50-foot approaches on west side of highway at Sta. 444+61. This was for service station and residence. Constructed by Permit. CANCELED BY #12854. Approaches constructed differently after mutual discussion by Long and Highway personnel. R/W #25320.

4-12-63 - Issued Permit #12854 to R. R. Trader for two 50-foot approaches on west side of highway, Stas. 442+55 and 444+40. This is for residence, service station, grocery store and cafe. THIS CANCELS PERMIT #2683. Approaches remain with the land, not with the individual.

Land Use Permit #8872 provides parking only on right of way with cancellation possible on 30-day written notice. R/W #8872.

- - - - - - - - - - - - -

RECEIVED
APR 1 1965
FOR FILING
I-5-2(48)12
6643

Salem, Oregon
March 31, 1965

Mr. F. D. Morgan
Construction Engineer

Sunny Valley
Hugh Long Letter
(About March 26?)

Sunny Valley

Attention: A. D. Olson

Have the statement in third from the last paragraph of Long's letter checked. Have each transaction and/or court order read and analyzed. If any obligation is found to permit access, see that Mr. Wright is promptly advised.

This should be completed within one week from the date of this letter.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. • Grants Pass, Ore. 97526
Phone 479-1918

Mr. Forest Cooper
State Highway Engineer
Salem, Oregon 97310

Dear Mr. Cooper:

SUBJECT: Equitable exchange for the established ingress and egress approaches serving a long and well established Highway Service.

You are now in the process or about to start construction of the Interchange on Interstate 5, at Sunny Valley, Oregon.

You are leaving both the Highway and business property , known as the Mt. Sexton Trading Post, at their common boundry, and are depriving the Trading Post of its Highway Trade , which is a great loss. Would it be too much to expect the Highway Department to provide a properly planned egress and ingress approaches to and from the interchange so it will loop around the Trading Post Store?

In accordance with the law or equitable procedure, in the taking of property by Eminent Domain, the Oregon State Highway Commission and the Bureau of Public Roads has not granted or offered an equitable compensation for the taking away of the present established egress and ingress approaches to the Mt. Sexton Trading Post Store, Sunny Valley, Oregon. Or, have they offered to reconstruct a near or equal approaches serving this long established needed Highway Service STOP for the motoring public, a vital location.

As it is now planned the proposed approaches will come close to wrecking a business I have spent years in developing and beautifying, and, which could become an eyesore fronting or facing the Freeway in this beautiful Mountain Area. All of which is contrary to our National Development Scheme of beautifying our Highways and country side.

I hereby ask that you resubmit plans for suitable, equitable, and adequate approaches for which this business is entitled, for its preservation and maintain the beauty of the area. I should have ingress and egress approaches to and from and off the interchange loop roads, leading to and circling into and out of the property. Thereby serving this property and business as do the existing approaches , which can be easily and constructively provided as it should be done so to adequately serve this $100,000.00 or more business establishment, and in turn, keeping in line with good Engineering and business sense.

I cannot do justice to the business and agree to accept the egress and ingress approaches that have been submitted to me. Nor should I be expected to permit Entry by the Highway Department, unless I have guaranteed assurance that adequate approaches will be suitably constructed to replace the present established approaches as guaranteed to me by the State of Oregon.

This question can be agreeably and promptly determoned as follows: Comply with copy of a letter to Mr. Riley, District Right of Way Supervisor, Dated Feb. 24.1965 . Or— Department of Highway Engineers and planners provide two (2) ingress & egress Approaches; One (1) to serve the Residence and another one (1) to serve the business as now exists and granted by the State of Oregon. These approaches to be located fronting toward and extended into the property, One (1) on each side of the four (4) corner intersection

(Cont. to page 2)

intersection at the meeting of the Frontage Roads West Side of Interstate 5, or at the N.W. Corner of the property so arranged to tie-in with a circle road to serve the Trading Post business, truckers and the motoring public. Similar to that which the present established approaches now serve this specific Home and Business. Here the traveling public and truckers can ingress and egress in a circle to and from. I want to provide this same service and convenience in the new proposed approaches, or nearly so.

Or I would accept and it should be acceptable to the Highway Commission and the Bureau of Public Roads to construct one (1) approach, ingress and egress, tieing in with the four (4) corner intersection frontage roads , west side of Interstate 5 in connection with a circle road to serve the residence and the Trading Post. Said road approaches must pass through adjacent property to Trading Post, on the West and North Sides.

Such an arrangement as above outlined is a fair and practical one for the Highway Department to follow through. Since it is a fact that the closing of the present established two (2) approaches will, regardless of the Interchange, decrease the business at the Store, at least Fifty Percent (50%). The Highway Department should compensate for this loss of business income.

If I, Hugh Long, Legal Owner of said business and property will go along with the above plan, then, the Highway Department should be more than pleased to want to go along with this plan of ingress and egress approaches.

Prior to your construction and present construction on the Highway now designated as U.S. Interstate 5, I was ceded and granted perminent ingress and egress to and from that area where the Old Stage Road is now crossed by U.S. Interstate 5. I still hold that this right to perminent ingress and egress to be still binding both parties, The State of Oregon and me.

This agreement between the State of Oregon and me was entered into more than (12) twelve years ago. It is on record in the office of this County. For these last twelve (12) years, the motoring public has been accomodiated by this agreement ceded to me by the State of Oregon.

Thanking you for your attention and early considered reply to this most important Subject.

Sincerely,

Hugh Long.

Hugh Long, Legal Owner
927 S.E. 7th. Street,
Grants Pass, Oregon 97526

cc: Mr. Rex M. Whitton,
Bureau of Public Roads
Administrator,
Washington, D.C.

Mr. R.W. Riley,
District Right of Way Supervisor
Roseburg, Oregon.

FORM 8-133X DOM 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 22, 1965

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

Thank you for your March 16 letter relative to the Sunny Valley Interchange on Interstate 5.

The right-of-way and engineering staffs from our Roseburg office can explain to you the details of the proposed Sunny Valley Interchange and how service to your property can be obtained.

I think it is redundant for me to state that direct approaches to the Interstate system are not possible but that ingress and egress by means of the interchange itself can be provided. Federal Interstate regulations are quite strict on this point and they leave very little latitude for variations.

I am confident that something can be worked out that will serve your property adequately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. [illegible]

R. L. Porter
Deputy State Highway Engineer

BLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. L. R. Chandler
Mr. L. W. Riley

MISC. CONTRACTS and AGREEMENTS No. 2873

RECEIVED
APR 13 1965
FOR FILING

6643

Salem, Oregon
March 19, 1965

Agenda Item 4-c

Throughway Agreement
Grave Creek Section
Pacific Highway
Josephine County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of a throughway agreement with Josephine County covering construction on the Grave Creek Section of the Pacific Highway in Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Josephine County Court.

Secretary

rn
Attach: 1

RECEIVED
MAR 18 1965
FOR FILING

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1965

To:
Mr. W. T. Wright
Right of Way Engineer
Office

SUBJECT:
Grave Creek Section
Pacific Highway
Josephine County

Due to a modification of the Sunny Valley Interchange grade and additional ground line information, right of way files 37552 and 37553 have been revised and were returned to your office today.

Frank D. Morgan
Construction Engineer

By Floyd O. Scott
Floyd O. Scott
R/W Description Engineer

FOS:jl

cc. Mr. L. P. Shaw

LISTED
LLOYD P. SHAW

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1965
FOR FILING

6643

March 2, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 11 Commission meeting will be a throughway agreement with the Josephine County Board of Commissioners pertaining to the Grave Creek Section of the Pacific Highway No. 1 (I-5).

This agreement provides for construction of an interchange at Sunny Valley with separation structures at Leland Road. There will be a frontage road constructed along the westerly side of the throughway to connect these points and upon completion of construction by the State, all maintenance, jurisdiction, right, title, and interest will pass to the County. Minor revisions and reconstruction of existing county roads in this area will be undertaken by the State to provide free and convenient flow of traffic.

The State shall construct and maintain a frontage road along the easterly side of the throughway, southerly of the proposed interchange to serve the immediate area.

Upon completion of the project, the County will assume maintenance, jurisdiction, and control of the portions of county roads reconstructed in this area, with the State's right, title, and interest passing to Josephine County.

The estimated cost of construction of this project is approximately $1 million and is presently scheduled for the May 18, 1965 bid letting.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan H. S. Cox
L. H. Young L. R. Chandler

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

RECEIVED
MAR 3 1965
FOR FILING

Section GRAVE CREEK Highway PACIFIC (FR 3) County JOSEPHINE

Res. Engr. _____ Approx. Length 1.3± Miles. Sta. 380± to Sta. 450±

Prefix 34-1-27 Date 2-16-65

Truck A.D.T. 770 Traffic Coefficient 10.3 18 kip s.a. per day 539.4.

Annual Precipitation 42"± Frost Penetration - - - - - - - - -.

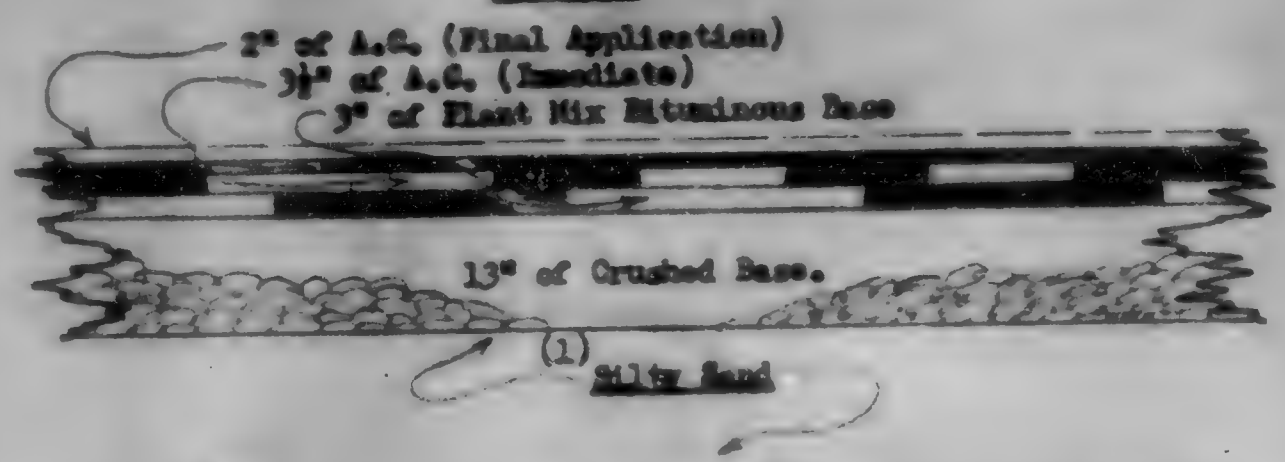
(1)

Typical Soil
24 LL
3 PI
82 %P 10
49 %P200
18 %Gravel
18 %C Sand
16 %F Sand
37 %Silt
11 %Clay
25 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



Note:
The "Existing Roadway" will be incorperated into the new project. The depth of A.C. required for the overlay will be furnished in a supplemental report as soon as the condition survey is completed.

	CBR Total Req.	Credit	Actual Thick.	
		4	2	AC (Final)
		7	3½	AC (Immediate)
		4½	3	PMB
		13	13	Cr. Base
	28½	28½	21½	

NOTED
LLOYD P. SHAW

cc:
B.F.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Long
Staff Assistant

Recommended by John C. Jenkins
Engineer of Materials

Recommended by L. T. Parker
Construction Engineer

Approved by Lloyd P. Shaw
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SNAKE CREEK Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date _____

Truck A.D.T. See below Traffic Coefficient -------- 18 kip s.a. per day -------.

Annual Precipitation ---------. Frost Penetration ---------.

(1) Typical Soil	Truck ADT	Wear. Surf.	Level	Gr. Base	CBR Total Req.	Credit	Actual Thick.
LL							
See PI	90 - 240	3½" AC	2"	14½ "	23½		20
Page SP 10	30 - 90	3 " AC	2"	13 "	21		18
1 SP200	8 - 30	2 " AC	2"	12½ "	18½		16½
%Gravel	1 - 8	1½" AC	2"	10½ "	15½		14
%C Sand	Care only	1½" AC	2"	6½ "	11½		10
%F Sand							
%Silt							
%Clay							
"P" Value							
(Corrected)							

AASHO CLASSIFICATION:

SECTION: GRAVE CREEK

HIGHWAY: PACIFIC (FA 3)

COUNTY: JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Landmeter Study For Year _____

A. Present ADT 4700 (Total)

B. Future ADT 12,400 (Total)

C. Mean ADT 8550 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 9 % x (C) 8550 = 770

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 770 x (H) 100 % = 770

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 10.3

SECTION: GRAVE CREEK

HIGHWAY: PACIFIC (FA 3)

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good I Fair _____ Poor _____
   Remarks: when constructed to present CSHB surfacing thickness standards.
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See attached sheet
11. Construction Consideration: Not a major consideration
12. Municipal Preference, Participating Local Government Preference; and Recognition of Local Industry: Not applicable
13. Traffic Safety: See attached sheet
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See attached sheet

CONCLUSION AND REMARKS:

See attached sheet.

GRAVE CREEK
PACIFIC (FA 3)
JOSEPHINE CO.

On this project, two different surfacing designs were considered. Present worth costs (P.W.C.) were computed for each design and are as follows: 1963 average bid prices were used.

3½" of A.C.
3" of P.M.S.B.
13" of Crushed Base
P.W.C. - $112,076.36 per 2 lane mile

9" Standard R.P.C.C.
2" of Level Course
7" of Crushed Base
P.W.C. - $112,492.66 per 2 lane mile

The designated source of aggregates for this project is from Grave Creek. Material from this source is readily adaptable to the production of A.C. aggregates. This material is not adaptable to the production of P.C.C. aggregates due to contamination of the natural fines by slatey shale material. The nearest source of proven quality would require haul of about 12 to 15 miles. The cost for this additional haul has not been included.

RECEIVED
FEB 18 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1965

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Gentlemen:

The matter concerning the construction of the Grave Creek Section (Sunny Valley Interchange) of the Pacific Highway (I-5) has apparently been solved to the satisfaction of the parties concerned.

After considering all of the factors, it is our belief that the area will best be served by constructing the interchange southerly of Grave Creek and a separation structure on Leland Road to the north. The State will locate and construct a frontage road along the westerly side of the throughway (including a structure over Grave Creek) to connect Leland Road to the Sunny Valley Interchange. Upon completion of said frontage road County shall assume same from State as provided for in the enclosed agreement. We believe that this will provide the greatest benefit to the maximum number of people and we feel that this coincides with your thinking as expressed in your letter of February 3, 1965.

This project is currently scheduled for the May 18, 1965 bid letting and your earliest consideration of the enclosed agreement is requested. Please consider the contents of the agreement, and if you approve, sign two copies, have the clerk attest and seal them, and return both signed copies to this office. Retain the extra copy for your files along with the copy of the agreement you had originally signed.

After certification by the Highway Commission secretary, a fully executed copy will be returned to you for your records.

If we can be of further assistance in this matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Division Engineer

DMH:mm
Encl.
cc: ~~R. L. Templin, County Engineer~~
bc: Forrest Cooper, R. L. Porter, L. P. Shaw
~~Victor Wolfe~~, F. D. Morgan, L. R. Chandler

RECEIVED
FEB 10 1964
FILING

Cross Referenced to:
Adm —
Petition —
Josephine Co

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore.
Phone GR 9-2260

6643

February 6.1964

STATE of OREGON
State Highway Department
Right of Way and Engineering Staff.
Salem 10, Oregon 97310.

ATTENTION: Mr. R.L. Porter,
Deputy State Engineer.

Gentlemen:

Please permit me one more letter to you relating to this SUNNY VALLEY Interchange, Interstate Hwy. 5.

Everything has been said for and against constructing the interchange on either side of Grave Creek. Feelings have run pretty high over the matter, not only in the Valley, but, also, here in GRANTS PASS some sixteen miles away.

NOW there is only one more thing left to be said, and that has to be said by your office in a formal decission that will set wheels rolling.

I must be away, out of State, for a month or more, perhaps even out to Honolulu, on a combination business and pleasure trip.

If I knew just where the Interchange will be placed in the Valley--be it win or lose, for my part--my plans would be appreciably affected. But, as I learned in school, and to a fuller extent learned later in life : "The mills of the Gods' grind slowly, but they grind exceedingly fine ! "

I want to thank you for the treatment that you have given me in our correspondence, but most especially do I thank you for your kindness in sending to me the two sets of plans, or drawings, of the two possible interchanges under question.

Thanking you again for your courtesies to me in our correspondence, I am,

Yours very sincerely,

Hugh Long

Hugh Long,
927 S.E. 7th. Street,
Grants Pass, Oregon 97526

RECEIVED
FEB 19 1964
STATE HIGHWAY ENGR.

RECEIVED
FEB 2 - 1965
FOR FILING

6643

February 1, 1965

Josephine County Board of Commissioners
County Courthouse
Grants Pass, Oregon

Gentlemen:

On March 13, 1964, the Josephine County Board of Commissioners executed an agreement which called for the construction of an interchange at Sunny Valley Road with Interstate Route 5. In the letter of transmittal, dated March 13, 1964, the Board of Commissioners conditioned this agreement with the following statement:

> The State shall construct a frontage road and a bridge across Grave Creek extending from the existing Leland Road to the South interchange as shown on Exhibit A.

On January 27, 1965, we received approval of the Bureau of Public Roads for such construction. Unless we hear from you to the contrary within ten days, we shall assume that this agreement, conditioned as above, still has your approval. We plan to proceed forthwith with plans and will advertise a project at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Commissioners
R. L. Porter
L. P. Shaw
Victor D. Wolfe
H. S. Cox
L. R. Chandler

RLP:ms bjs

B. E. DAVIDSON
COMMISSIONER

DONALD G. McGREGOR
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

February 3, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

This is to acknowledge your letter of February 1, 1965 in which you informed us of the approval of the Bureau of Public Roads for the construction of a frontage road and bridge extending from the existing Leland Road to the South interchange at Grave Creek.

This agreement now meets with our complete approval.

We wish to thank you for your efforts on behalf of Josephine County.

Very truly yours,

Board of County Commissioners

Louis D. Ringuette

B. E. Davidson

Donald G. McGregor

DGM/hh

copy to FC

RECEIVED
JAN 29 1965

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

SHAW

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6643 Salem, Oregon

DATE: January 27, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(22)68
Canyonville-Jumpoff Joe Creek Section,
Pacific Highway
Sunny Valley Interchange

Reference is made to your letter dated December 24, 1964 in which you submitted additional justification for and requested our approval of construction of a frontage road on the westerly side of the highway between Leland Road and the southerly interchange (Sunny Valley) on the subject project with full FAI financing.

Approval is hereby given for construction of such frontage road with FAI financing based upon your justification that the frontage road is necessary to reasonably restore the existing road system to satisfactorily serve the area.

Our approval has previously been given for construction of the separation structure at Leland Road and construction of the interchange at the Old Stage-Sunny Valley Loop Road (Sunny Valley) location. The approved design of the interchange at that location provides for separation of the grades of the existing road and the freeway.

NOTED
R L PORTER

NOTED
LLOYD P. SHAW

Copy to:
Young
Barbee
1-29-65

copy to Cox 1-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 29 1964
FOR FILING

6643

December 24, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sunny Valley Interchange
Coyote Creek-Jumpoff
Joe Section
Pacific Highway
Josephine County

Dear Sir:

Reference is made to the Sunny Valley area and the several pieces of previous correspondence on the subject interchange.

Informal contact has again been made with County representatives and it appears the situation is unchanged--they seem willing to accept either interchange but feel that grade separations are necessary at both county roads and are firm in their stand that a frontage road is needed parallel and adjacent to the freeway to replace the portion of the road system (the present highway) which is being closed to them. Anything less fails to restore the continuity of the local road system and "provide reasonable restoration of the kind of service that was in existence". This is good and sufficient reason for the requested construction, and it is incongruous that we must now enter the problem as though the present highway never existed, and go through justification maneuvers as on a new location where service remains unchanged by merely putting in the separation structures.

If this must be "justified" further, we offer the following comments and assumptions:

Traffic from these two roads appears to be primarily to and from the south; therefore, it seems that the interchange should be at the southerly position with the frontage road leading from

Leland Road southerly in the primary direction of traffic desire, so that the least out-of-direction travel will occur. Also, the southerly road intersection presently has approximately twice the traffic movements of the Leland Road intersection and there is some commercial development at the south area and none at the north.

Traffic from Leland Road, faced with using the old road easterly to Sunny Valley and then southerly across the covered bridge to the interchange, would have an average travel distance of one-half mile more than by the requested frontage road and would cross a covered bridge which is eventually to be posted with a 15- to 20-ton load limit. The County people wish to preserve this bridge as a historic landmark and will be able to keep it in repair for passenger cars but not for logging traffic. Presumably a parallel structure could be built ($70,000, more or less) but, with the present road system, heavy loads can readily bypass this bridge by using the Leland Road connection and there is no reason for the County to ever build the added structure.

If the frontage road is not provided, the road user will have the expense of added travel distance and of bridge replacement. Enclosed is a "frontage road justification analysis" worked up early this year which would indicate, by working backward, that the added distance is worth about $80,000. With a $70,000 bridge this makes the cost, without a frontage road, $150,000. The frontage road has been estimated at $186,000 which precludes justifying re-establishment of the existing road system on a dollar basis.

A "dollar justification" for restoration of a road system such as we face here, at Barton Road, Meadow Valley, Rew Elevator, Barnhart, and possibly other areas where the existing highway is to be incorporated into the Interstate system, ignores the "reasonable restoration of the kind of service that was in existence" and places the load on future generations to regain a semblance of the original system by building new roads to tie severed sections together. We find no wording in your memoranda to indicate that the intent when written was to cripple an existing system. Apparently the use of part of the existing system as an element of the Interstate freeway was not considered.

Josephine County officials do not believe your present interpretation of instructions is according to the intent of the law and neither do we, therefore, we ask you to again review the Sunny Valley Interchange and local road system and approve

the frontage road, two grade separations, and the interchange (as previously submitted) on the basis of reasonable restoration of the road system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure
cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

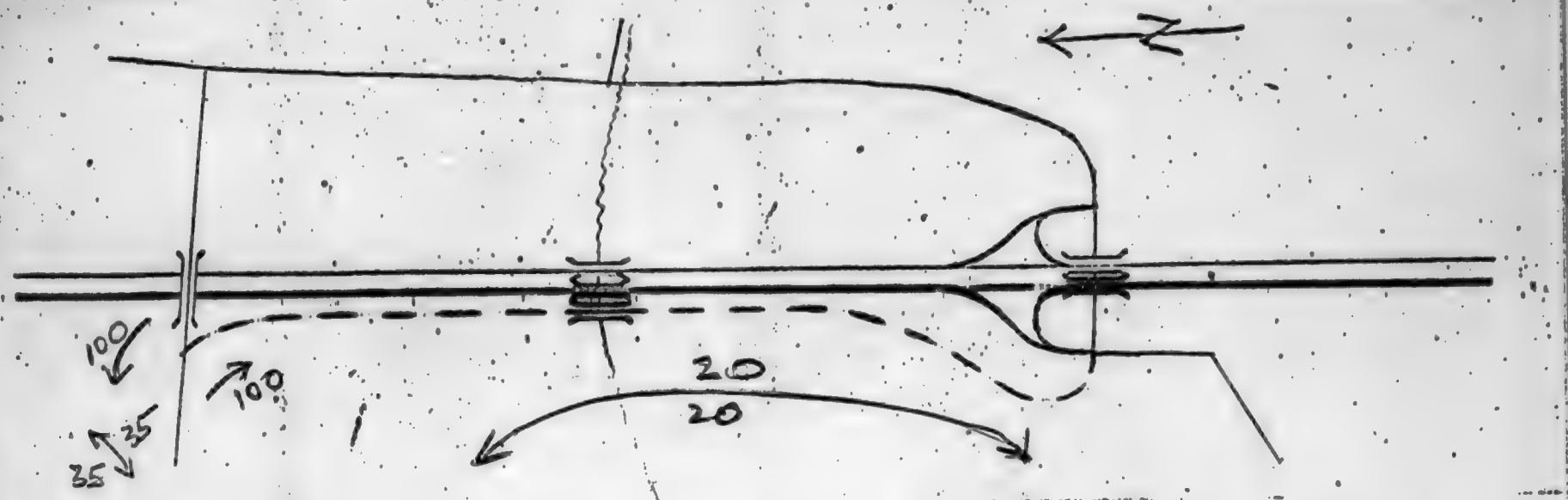
ADO:jp: ajw

Frontage Road ~~INTERCHANGE~~ JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I 5 Freeway Name _____

Section Sunny Valley Interchange Name _____

Date of Analysis 1-20-64 Analysis By Stein



ROAD USER COSTS

Movement	1975 ADT	Without Frontage Road:	Unit Cost	Daily Cost	With Frontage Road:	Unit Cost	Daily Cost
W-S	100	1.36 Mi. St.	$ 0.16	$ 21.76	0.76 Mi.	$ 0.16	$ 12.16
S-W	100	1.22 Mi. St.	0.16	19.52	0.88 Mi.	0.16	14.08
W-N	35	1.32 Mi. St.	0.16	7.39	1.00 Mi.	0.16	5.60
N-W	35	1.45 Mi. St.	0.16	8.12	0.82 Mi.	0.16	4.59
SW-W W-SW	20	1.33 Mi. St.	0.16	4.26	0.70 Mi.	0.16	2.24
TOTAL				$ 61.05			$ 38.67

Daily Road-User Benefits . . . . . $ 22.38

Annual Road-User Benefits (Daily Road-User Benefits x 345) $ 8,168.70

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ 184,000.00

Annual ~~Depr~~ Added Construction Costs . . . . . $ 18,400.00

($ 184,000.00 x 0.10 x ~~273/365~~)

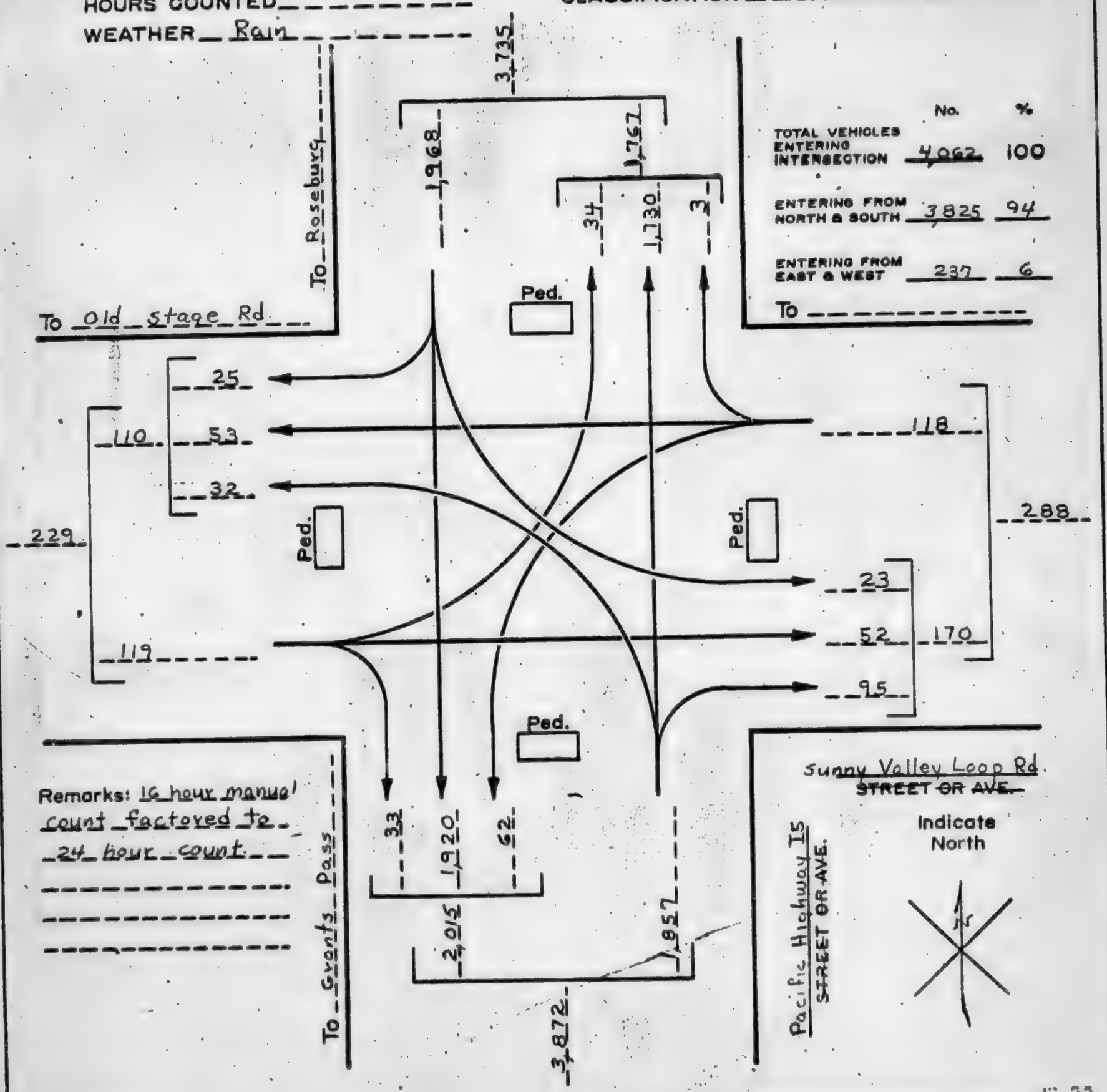
Frontage Road BENEFIT-COST RATIO 0.44

Old Stage Road

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 30, Dec. 1, 1964
DAY OF WEEK Mon - Tue
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM - 10PM
PEDESTRIAN COUNT - HRS.
HOURS COUNTED -
WEATHER Rain

CITY OF
INTERSECTION OF Pacific Hwy I5, M.P. 247.27 AND Old Stage Rd. & Sunny Valley Rd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4,062	100
ENTERING FROM NORTH & SOUTH	3825	94
ENTERING FROM EAST & WEST	237	6
To		

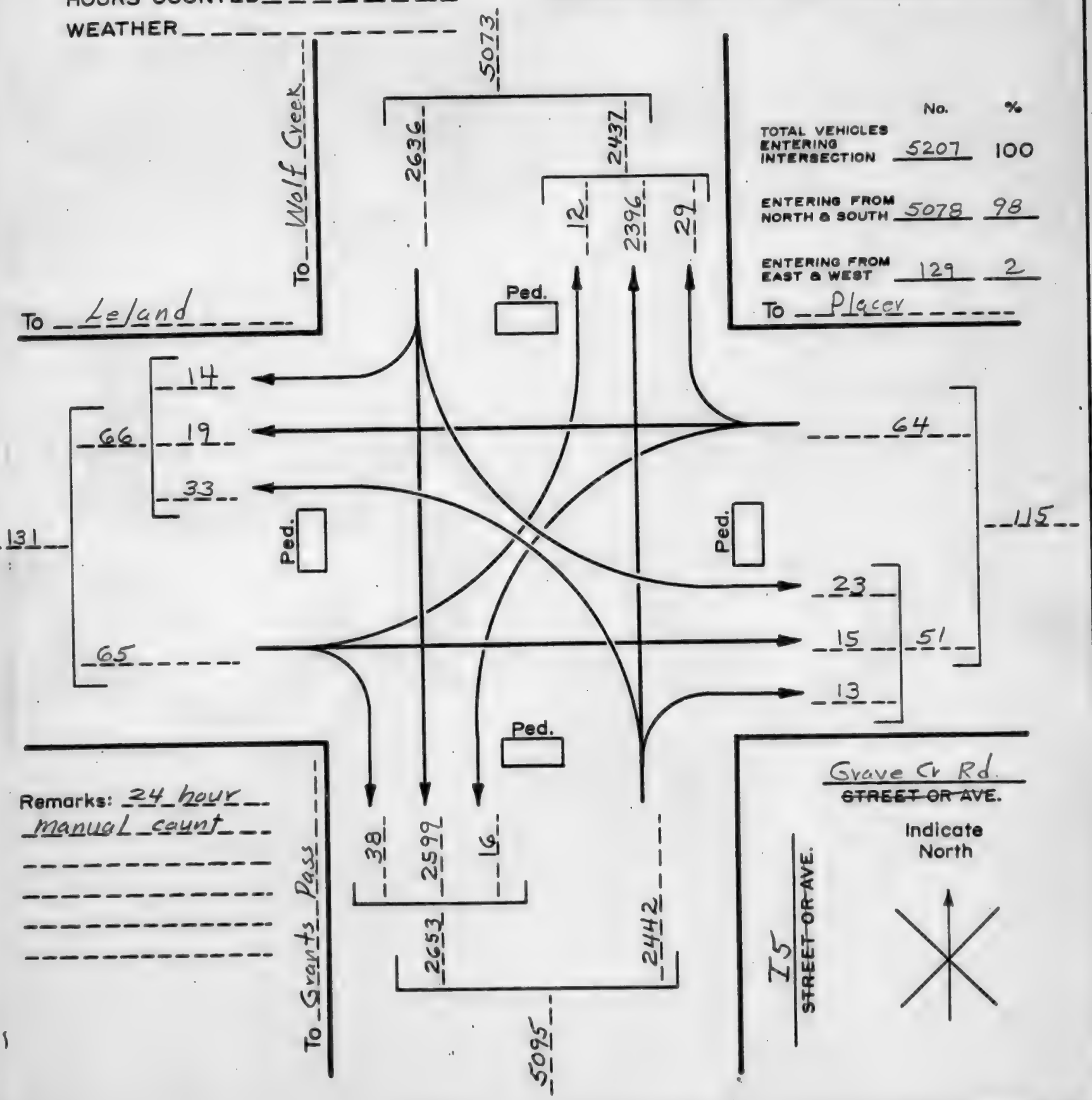
Remarks: 16 hour manual count factored to 24 hour count

Leland Road

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept 21, 22, 23, 1964.
DAY OF WEEK Mon-Tue-Wed
ACTUAL COUNT (VEH.) 24 HRS.
HOURS COUNTED 6AM-6AM
PEDESTRIAN COUNT = HRS.
HOURS COUNTED =
WEATHER

CITY OF M.P. 246.67
INTERSECTION OF Pacific Highway No. 1
AND Grave Creek Rd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	5207	100
ENTERING FROM NORTH & SOUTH	5078	98
ENTERING FROM EAST & WEST	129	2

To Placer

Remarks: 24 hour manual count

12-55

RECEIVED
DEC 1 - 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1964

SUBJECT:

To: MEMO TO FILE

On this date, Representative Sidney Bazett stated that a Mr. Trabor who owns or operates property in the Sunny Valley area is negotiating a post office contract with the Federal government. He stated Mr. Trabor has to know immediately where the interchange will be constructed.

I informed Mr. Bazett that as recently as yesterday the Highway Commission instructed the Engineer to direct a letter to the Josephine County Board of Commissioners, again asking the County to state a preference as to the interchange location. I further stated that the Highway Commission is adamant on the matter and will demand that Josephine County take a clear-cut position as to its preference. I also said that the Commission will follow the County's preference as to location of the interchange.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

RECEIVED
AUG - 6 1964
FOR FILING
6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1964

SUBJECT: Sunny Valley Interchange
Coyote Creek-Jumpoff Joe Section
Pacific Highway - Josephine County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested, a further study has been made for justification of the County requested frontage road from Leland Road to the road south of Graves Creek.

A justification analysis was made by Traffic to determine road user costs with and without the frontage road with the results as shown on their attached work sheet. This shows an Annual Road User Benefit of $8,168 as opposed to Annual Added Construction Cost of $18,600. This gives a Benefit to Cost ratio of 0.44.

This is made on the assumption that the proposed frontage road and the existing road system are equal in character--as to cost of travel per mile. If it is permissible to assume that the Interstate construction has diverted traffic over the existing county road net by removal of our existing highway from the net, and that by so doing acquire the obligation of either constructing a new road or improving the existing road to adequately serve the diverted traffic, then we might assume that the rebuilding of the old covered bridge, and possibly other road work on the existing road, might be chargeable to the Interstate system and could be included in the comparative costs. If this could be done, then the $70,000 for the bridge replacement would bring the annual comparison (using a 10% factor) to $15,168 benefit to $18,600 cost. This would indicate a $35,000 construction cost (at the 10% rate) on the existing road, a reduction in cost of $35,000 on the proposed frontage road, or a combination of the two is needed to bring the benefit equal to the cost.

I am advised that the existing road is in good condition and added cost of bringing it up to some better standard could probably not be justified. The

frontage road estimate has been reviewed and we believe we might reduce this by $16,000 by narrowing the bridge over Graves Creek to 24 feet from the proposed 28 feet. The frontage road is planned for 10's and 4's with full surfacing for the logging traffic and we assume no reduction can be made there. The grading is primarily "embankment in place" but neither adjacent job has surplus material within a practical haul distance. The Grave Creek Unit, which will contain the interchange, wherever it is, will have borrow on it so there is no cheap material available for the frontage road.

With the narrowing of the bridge the annual cost would reduce to $17,000 as opposed to the inflated benefit of $15,168. Unless you can think of some other approach, this is the best we can do on an economical justification of the frontage road.

F. D. Morgan
Construction Engineer

By

A. D. Olson
Urban Engineer

ADO:jp
Enclo.

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

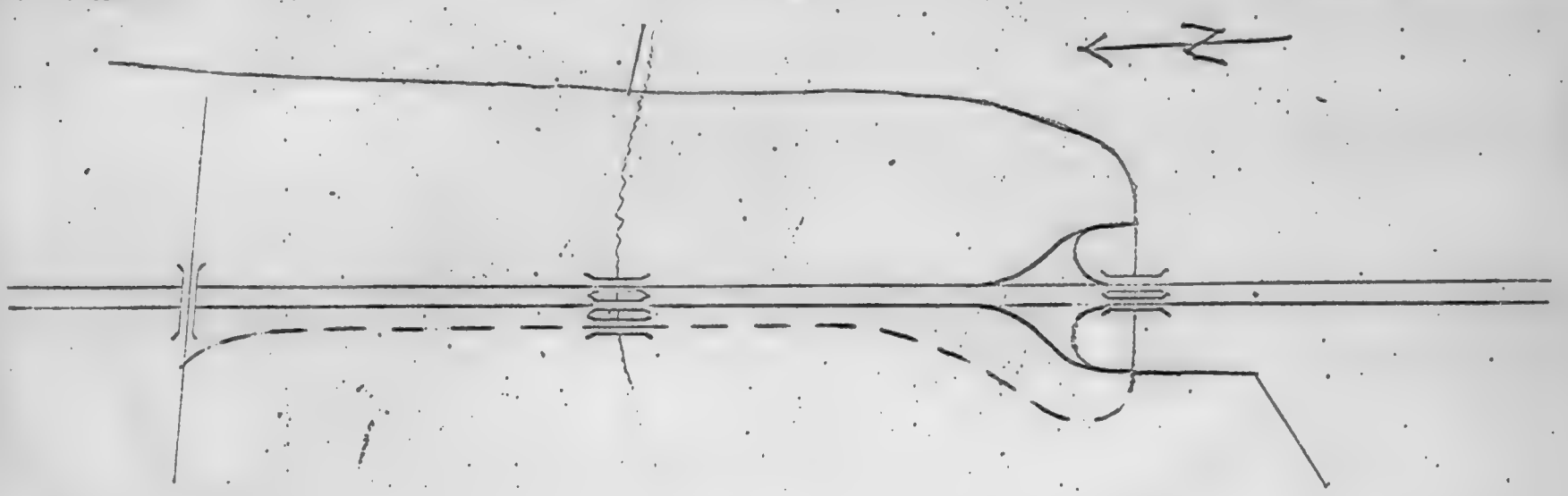
F[illegible]ge Road

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I-5 Freeway Name _____

Section Sunny Valley Interchange Name —

Date of Analysis 1-20-64 Analysis By Stein



ROAD USER COSTS	1975	Without Frontage Road			With Frontage Road		
Movement	ADT		Unit Cost	Daily Cost		Unit Cost	Daily Cost
W-S	100	1.36 Mi. St.	$ 0.16	$ 21.76	0.76 Mi.	$ 0.16	$ 12.1[illegible]
S-W	100	1.22 Mi. St.	0.16	19.52	0.88 Mi.	0.16	14.0[illegible]
W-N	35	1.32 Mi. St.	0.16	7.39	1.00 Mi.	0.16	5.6[illegible]
N-W	35	1.45 Mi. St.	0.16	8.12	0.82 Mi.	0.16	4.[illegible]
SW-W W-SW	20	1.33 Mi. St.	0.16	4.26	0.70 Mi.	0.16	2.[illegible]
TOTAL				$ 61.05			$ 38.[illegible]

Daily Road-User Benefits . . . . . $ 23.[illegible]

Annual Road-User Benefits (Daily Road-User Benefits x 365) $ 8,168.[illegible]

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ 184,000

Annual ~~Daily~~ Added Construction Costs . . . . . $ 18,400.[illegible]
($ 184,000.00 x 0.10 x ~~C/365~~)

Frontage Road BENEFIT-COST RATIO 0.44

Form CO-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn. Mr. Shaw

DATE: June 26, 1964

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Oregon Project I-5-2(22)68
Canyonville-Jumpoff Joe Creek Section
Pacific Highway
Sunny Valley Interchange

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

Reference is made to your letter of June 12 and to our letters of February 20 and April 3, 1964 on the subject interchange.

Your June 12 letter doesn't furnish any new or additional justification for us to alter our previous determination in this matter. The evaluation of the information you have furnished to date fails to justify the expenditure of Federal funds in the construction of a new frontage road on the westerly side of the highway or improvement of the existing road on the easterly side. If you can furnish reasonable justification for either construction of or improvement of these roads, we will be pleased to give full consideration to it in our continued effort to assist you in finding an acceptable solution to the problem. We suggest you submit a complete traffic and benefit-cost analysis for each of the possible construction alternates for our further consideration, if you feel such a submission has merit.

We previously recommended that prime consideration be given to constructing the interchange at Leland Road, as we firmly believe it would best serve the entire area at that location. Also, we subsequently agreed to approve the interchange at the southerly location, but only for the reasons that estimated construction costs at that location are somewhat less than at Leland Road and the interchange would adequately serve the area if the existing road on the easterly side of the highway were improved.

We must reiterate that we consider the interchange at Leland Road would provide the best service to the entire area and with the least expenditure of public funds. However, we will, if necessary, approve the interchange at the southerly location if that site is your final selection. Due to the absence of adequate traffic justification we cannot approve the expenditure of Federal Interstate funds in the construction or improvement of frontage roads and also a separation structure at Leland Road.

NOTED
LLOYD P. SHAW

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We would call to your attention the fact that the quote from Mr. G. M. Williams' circular memorandum, given in Mr. Stephenson's letter(2nd paragraph), was in reference to closure or other termination of a local road. The case in question does not involve a road closure, and would have little effect on local road service if the interchange were to be constructed at the Leland Road location.

We are as concerned, as we know you are, that an acceptable solution be found for this problem. We wish to avoid any possibility of an arbitrary viewpoint, and, as stated previously, we will give consideration to any factual traffic data, or other economic evaluations, that you may be able to present. On the other hand, we think it would be improper to approve the use of Federal funds on the basis of local opinion which is not supported by an adequate traffic analysis.

RECEIVED
JUN 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1964
FOR FILING

6643

Salem, Oregon
June 30, 1964

Sunny Valley Interchange

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

The Bureau of Public Roads, in its June 26 memorandum, apparently has left the door open to justification of frontage roads connecting Leland Road with the Sunny Valley residential and commercial area.

While it appears doubtful that justification due to circuitous routing of local traffic can be made, it does seem to be the last possible avenue toward approval. For this reason, please prepare a justification if it can be done.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

477 Cottage St. N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn. Mr. Shaw

June 26, 1964

08-33.2-08

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(22)68
Canyonville-Jumpoff Joe Creek Section
Pacific Highway
Sunny Valley Interchange

Reference is made to your letter of June 12 and to our letters of February 20 and April 3, 1964 on the subject interchange.

Your June 12 letter doesn't furnish any new or additional justification for us to alter our previous determination in this matter. The evaluation of the information you have furnished to date fails to justify the expenditure of Federal funds in the construction of a new frontage road on the westerly side of the highway or improvement of the existing road on the easterly side. If you can furnish reasonable justification for either construction of or improvement of these roads, we will be pleased to give full consideration to it in our continued effort to assist you in finding an acceptable solution to the problem. We suggest you submit a complete traffic and benefit-cost analysis for each of the possible construction alternates for our further consideration, if you feel such a submission has merit.

We previously recommended that prime consideration be given to constructing the interchange at Leland Road, as we firmly believe it would best serve the entire area at that location. Also, we subsequently agreed to approve the interchange at the southerly location, but only for the reasons that estimated construction costs at that location are somewhat less than at Leland Road and the interchange would adequately serve the area if the existing road on the easterly side of the highway were improved.

We must reiterate that we consider the interchange at Leland Road would provide the best service to the entire area and with the least expenditure of public funds. However, we will, if necessary, approve the interchange at the southerly location if that site is your final selection. Due to the absence of adequate traffic justification we cannot approve the expenditure of Federal Interstate funds in the construction or improvement of frontage roads and also a separation structure at Leland Road.

(more)

We would call to your attention the fact that the quote from Mr. G. M. Williams' circular memorandum, given in Mr. Stephenson's letter(2nd paragraph), was in reference to closure or other termination of a local road. The case in question does not involve a road closure, and would have little effect on local road service if the interchange were to be constructed at the Leland Road location.

We are as concerned, as we know you are, that an acceptable solution be found for this problem. We wish to avoid any possibility of an arbitrary viewpoint, and, as stated previously, we will give consideration to any factual traffic data, or other economic evaluations, that you may be able to present. On the other hand, we think it would be improper to approve the use of Federal funds on the basis of local opinion which is not supported by an adequate traffic analysis.

RECEIVED
JUN 15 1964
FOR FILING

6643

June 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Sunny Valley Interchange
Coyote Creek-Jumpoff Joe Section
Pacific Highway

Dear Sir:

Your letter of April 3 in regard to the subject interchange leaves us in the position of being the middleman between two groups with fixed, and opposite, opinions.

The County people are firm in their belief that a separation structure over Leland Road and use of the local road is not, to quote Mr. Williams' circular memorandum, "reasonable restoration of the kind of service that was in existence". The local road is a half-mile longer than present routing via the highway and has a bridge which is narrow and is being considered for restricted loading. Restoration of service will require the County to replace the structure and assume other attendant costs to permit log traffic over this road. Use of FAS funds for this purpose would divert badly needed money from other parts of the County secondary system. Maintenance costs would presumably increase over the present costs. The County sees no reason to volunteer to accept a system to which these conditions are inherent and has indicated that the only acceptable alternate to connections at both Leland Road and at the road south of Grave Creek would be a connection (interchange) at one of these roads and a frontage road paralleling the freeway to a separation structure at the other road.

We have tried alternate interchange designs to satisfy County requirements but find that alternate treatment costs more than the proposed interchange plus frontage road combination.

The law is clear that the State would need a County agreement before it could complete the Interstate through this area. We assume that your remarks in regard to this matter by memorandum of April 3 contain an element of levity. We are then left with four alternates:

(1) To delay construction in anticipation of a change in County administration and/or policy.

(2) To relocate the freeway, leaving the present highway for use as a frontage road.

(3) To request that you take steps to permit construction without an agreement with the County.

(4) To ask you to accept the responsibility in design of the Interstate System to "provide reasonable restoration of the kind of service that was in existence"—both as to increased travel distance and increased future local expense—and to approve the requested interchange, frontage road, and separation.

Of these choices it appears that: (1) is probably a futile waste of time and road-user money; (2) would be a more costly alternate; (3) is an alternate we would prefer to avoid if at all possible. This leaves us with alternate (4) which we believe is the only solution.

It is our feeling that the increase in out-of-direction travel distance, the direct construction costs the County will need to assume, and the increased maintenance costs which will be caused by the rerouting of logging and other traffic, is more than enough to indicate that a frontage road is needed to effect a reasonable restoration of local service.

If you have an acceptable alternate <u>which can be implemented</u>, please advise. If not, please give your concurrence in the interchange, frontage road, and grade separation as previously submitted.

Very truly yours,

P. H. Stephenson
Acting State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
C. H. Nelson

ADO:jp: ajw

RECEIVED
MAY 21 1964
FOR FILING
6643

May 21, 1964

Mr. R. R. Trader
Mt. Sexton Trading Post
Post Office Box 575
Sunny Valley, Oregon 97478

Dear Mr. Trader:

This is to acknowledge receipt of your May 13 letter in which you stated further reasons for your preference relative to the interchange in the Sunny Valley Community.

At the moment, all I can offer is that your letter will become a part of the Highway Commission's official record on the subject and will have the Commission's attention at the time a final selection is made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

Box 575,
Sunny Valley, Ore.
97478

May 13, 1964

Mr. Forrest Cooper,
State Hwy. Engr.

Dear Sir;

Re: Sunny Valley Interchange,
Interstate 5.

There still seems to be a controversy on the location of the Sunny Valley Interchange, as to North or South of Grave Creek. I had been told that the controversy existed however, hadn't realized it was of real significance. After speaking to you at the annual O.C.P.N.T.A I realized that the controversy does still exist. I was under the impression that the County Commissioners had absolved their problem due to the Newspaper item I spoke of to you. You seemed to be unaware that a statement had been made by the County Commissioners to the Press, so I am enclosing the item printed in the Daily Courier, March 11, 1964.

Right or wrong on the basis of the newspaper item, we have invested quite a bit more money in property around the Trading Post, in order to expand our facilities. Until the newspaper item, we had been hesitant in our planning, because of the uncertainty of the interchange location, however, on the basis of the County Commissioners published statement, we felt secure in that the decision had been made.

Courier

We now employ 7 people, who depend on our business for their livelihood. With the additional property on which we can expand our employees will number several more. We feel we should continue to strive for the South Interchange location, which we and the majority of Sunny-Valley residence felt to be the most favorable for the community. From the South locaction we could better serve the traveling public and be and asset to the community's economy.

My wife and I certainly enjoyed the O.C.P.N.T.A Travel Clinic and felt that we had learned a lot. We feel it would be of great value to have an established annual Clinic. We share in Mr. Glen L. Jackson's enthusiasims and support the thoughts he presented in his very fine speech at the luncheon. The Hospitality Tourist Industry can and will become a major factor in our State Economy.

Our business has been built on hospitality to tourists and local people and is evidenced in the return of our many customers. These returning travelers tell us this is so.

We sincerely hope that the decision made by the State Highway Dept. and concurred in by the County Commissioners, as stated in the newspaper will not be changed now, but will be abided by, for the good of all.

Sincerely

R. R. Trader

Mr. R. R. Trader

Mt. Sexton Trading Post.

cc Glen L. Jackson
inc. Newspaper article

NOTED
R. L. PORTER

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1964
OREGON
STATE HIGHWAY COMMISSION

INTERC

hange for Sunny Valley South of Grave Creek

Circus
tlined

(Continued from Page 1)

Road (Leland Road) and that there would be another one carrying the freeway over Old Stage Road as part of the Sunny Valley Interchange. The two locations are approximately a half-mile apart.

Connections Rebuilt

The Sunny Valley Loop Road and the Old Stage Road would be closed but the state would rebuild them as connections to the Sunny Valley Interchange.

The loop road would provide access from Leland Road and other areas to the interchange, but a frontage road connecting the two points would be shorter.

Cooper's reference to "your thinking as expressed at the public hearing" had to do with the first stand of the Board of County Commissioners, which, at a hearing on Dec. 3, 1963, favored the southerly location.

However, after it became evident that opinion in the Sunny Valley area was divided, the board notified the Highway Department that the choice of a location would be left to the highway engineers.

The highway department has been anxious to get work under way, but whether it can be started this year was not known here today.

Leland Rd. Access Undecided

The State Highway Department has decided to build the Sunny Valley Interchange on the south side of Grave Creek, according to a letter received by the Board of County Commissioners Tuesday afternoon.

The letter, dated March 9 at Salem and signed by Forrest Cooper, state highway engineer, said in part:

"I know this matter has been of concern to (the Board) and to the people living in the area.

"For this reason, we have given it very careful study. Many reasons have been advanced for the location of the interchange on both sides of Grave Creek and most of the reasons have validity.

"After considering all of the factors it is our belief that the area will best be served by constructing the interchange southerly of Grave Creek and a separation structure on Leland Road to the north.

Greatest Benefit

"We believe that this will provide the greatest benefit to the greatest number of people and we feel that this coincides with your thinking as expressed at the public hearing.

"We are anxious to get work under progress in the area and are handing you an agreement which reflects the above lay out and request your approval."

The county commissioners with all three members present said they are signing the agreement today and returning it to the State Highway Department but that they will continue to negotiate for an access or "frontage" road connecting the present Leland Road with the South Grave Creek Interchange.

The agreement itself made it clear that the "separation structure" mentioned in Cooper's letter would carry the Interstate [illegible] Grave Creek

RECEIVED
MAY 21 1964
FORM E-30 50M 12-63 84676
FOR FILING

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1964

SUBJECT:

To: MEMO TO FILE

On this date, I had a telephone conversation with all three members of the Josephine County Board of Commissioners re the Grave Creek matter. The Commission seems to still be split about on the same 1-2 basis, with Davidson preferring the south, Ringuette preferring the north, and MacGregor favoring the north, but definitely stating that he would go either way.

The Commission indicated that if we would re-evaluate this matter and come to it with a positive recommendation, it was sure that it would accept it and sign the necessary agreement.

Mr. Porter: Please discuss with me.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAY 11 1964
FOR FILING

6643

252

May 8, 1964

Mr. Hugh Long
927 S. E. Seventh Street
Grants Pass, Oregon 97526

Dear Mr. Long:

The interchange pattern proposed in your letter of April 28 has been thoroughly studied. We find it a very interesting approach to the Suzzy Valley traffic problem but one which does not satisfy all the divergent interests of the area.

The access to the Interstate Freeway ramps which you suggest be provided for your business establishment cannot be permitted under regulations that govern design of the system. The matter of access to Leland Road via the present covered bridge remains unchanged in your design, and a longer and more costly grade separation structure would be required than in other patterns considered.

While we must reject your proposal for the above reasons, we do appreciate your interest and taking the time to present it for consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:mjw

cc Forrest Cooper
R. L. Porter
F. D. Morgan

FORM E-50 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1964

SUBJECT: Sunny Valley
Graves Creek-Jump Off Joe Section
Pacific Highway
Josephine County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Enclosed is a rough draft of a reply to Mr. Long re Sunny Valley together with a sketch of his suggestion for use of his "Trading Post Store" area as a Rest Area--with no fence between the Rest Area and the store.

No attempt has been made to enumerate the various problems in this "Dalton Point" type interchange and I presume that there is no desire to try to redesign to fit any part of this plan.

As a matter of interest, since he seemed worried about "Rest Areas" for the tourists, Manzanita Rest Area is nine miles south and the proposed Glendale Rest Areas are eleven miles to the north.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

RECEIVED
MAY 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jp
Enclo.

NOTED
LLOYD P. SHAW

Lloyd - I presume you will want to add your own comments to the attached rough draft - or maybe you want to be present with the men. ADO.

SUNNY VALLEY

+1187

+1183

+1185

+1185

+1183

+1176

+1168

1400

1350

1300

1250

1200

1200

1250

1300

Grave Creek

PLEASE RETURN TO
LLOYD P. SHAW

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grant's Pass, Ore.
Phone GR 9-2360

Shaw
It's your turn
R.P

April 28.1964

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10, OREGON --97310.

ATTENTION: Mr. Forrest Cooper, .
State Higheay Engineer.
Mr. R.L. Porter,
Deputy State Hwy. Engineer.

Gentlemen:

I have been doing some thinking on how to eliminate a bridge across Grave Creek out at Sunny Valley, and how, also, to lighten the traffic on what is called the OLD STAGE ROAD.

What I have come up with, I know will be satisfactory to the legal owner of the Mt. Sexton Trading Post ----for I am that legal owner.

NOTED
LLOYD P. SHAW

HERE IS MY IDEA:

1. Construct an overpass or underpass at the South side of Grave Creek near the North property line of the Trading Post.
2. Create a REST STOP in front of the Trading Post Store. Put up no fence. Incorporate that area marked ISOLATED, on County map, into the Rest Stop. The travelers who are South bound will have easy--and an already constructed--access to that Rest Stop. This same access can also be made available to the few ranchers who live South of the Post, let them use it as they always have. They will come up the Old Stage Road and enter South bound traffic through the Rest Stop area.
3. The travelers who are NORTH bound will turn off the Highway right across from the REST STOP. They turn into the North strip of the Old Stage Road and near the foot of a short grade they turn left into the road through the Underpass. From the Underpass they continue on to the Rest Stop and to the ample parking facilities that are available around the Post.

Travelers, going either way, appreciate the respite from traveling, a chance to rest

in the shade of trees. They have always found it so convenient to the Highway. The North bound travelers will find it easy to return to traffic, by retracing his tracts, namely through the underpass, and up to the right via the Old Stage Road, thence on into the main stream of the North bound traffic.

This arrangement will simplfy matters immensely, and save quite an amount of money. It will render unnecessary the construction of any bridges across Grave Creek, eleminate any need for new connections between the two sides of Sunny Valley, satisfy the land owners of that area, and will also suit the small property owners in and around the Trading Post Store, for it will give them the same accomodations in transportation that they have always had.

The traveling public will appreciate this arrangement also. Most of it has become used to this Trading Post and lay their plans to make a stop there. It is the only road-side service this side of Yreka ! One by-passes ASHLAND altogether, goes through MEDFORD on the overhead, confuses ROGUE RIVER with the River itself, and skirts GRANTS PASS on a down grade, heading into and up the hill to the West. Where they may refresh themselves and replenish their needs. That Mt. Sexton Trading Post looks quite inviting to the traveling public.

From the NORTH it is the same story, no roadside accommodiations, only off-the-Hwy. service. This traveling public, - this tourist trade that Western Oregon is so quite dependent upon, has much more than a passing interest in what developes at Mt. Sexton.

I hope that I have not taken up too much of your time with this suggestion, but I do hope that this plan that I submit— as a substitute for a clover-leaf on the South side of Grave Creek—will be given your most careful consideration. I would appreciate knowing your reaction to a substitute plan.

I am,

Yours very truly,

Hugh Long

Hugh Long,
927 S.E. 7th. Street, Grants Pass, Oregon.
97526

RECEIVED
JUL 29 1964
FOR FILING

6643

May 5, 1964

Board of County Commissioners
Josephine County
Room 201, Courthouse
Grants Pass, Oregon

Gentlemen:

Pursuant to our discussion of the Grave Creek area, I requested an opinion from our Legal Department of the significance of your March 13 letter as it applies to various proposals at Sunny Valley.

I am advised that the letter of March 13 does in effect void the agreement which it accompanied.

I have been further advised that an agreement executed after March 13 would not be affected by the March 13 letter.

If it is the Board's desire to submit to the Highway Commission approved agreements on both locations, an approved copy of the agreement on the northerly site and a letter withdrawing the conditions of the March 13 letter will be necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
MAY 5 - 1964
FOR FILING

6643

APR 2 0 1964

32-10

Honorable Wayne Morse
United States Senate
Washington, D. C.

Dear Senator Morse:

In the absence of Mr. Whitton, who is away from Washington on official business, I am replying to your communication of April 21 with which you submitted a letter of April 17 from Maye Schadler and copy of your acknowledgment.

The design for Interstate Route 5 through Sunny Valley, to which Maye Schadler requests improved access, is being developed by the Oregon State Highway Department. It would be appropriate, therefore, for parties interested in improved connections to this Interstate highway, or other design details, to direct their recommendations to the State Highway Department at Salem along with factual information in support of their suggestions.

As the State's proposed design, including recommended access connections, are subject to approval by the Bureau of Public Roads, we are forwarding copies of this correspondence to our field office in Oregon for its information in reviewing the State's proposed design. Maye Schadler may be assured of our cooperation with the State in providing a design for this Interstate highway adequate to the extent economically feasible for both through and local traffic needs.

Sincerely yours,

LOWELL K. BRIDWELL

Lowell K. Bridwell
Acting Deputy Federal
Highway Administrator

Enclosure
Transmitted Correspondence

NOTED
FORREST COOPER

RECEIVED
MAY 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

April 21, 1964

Maye Schadler
Sunny Valley,
Oregon 97478

Dear Friend:

Thank you kindly for your good letter of April 19. I appreciated hearing from you concerning the local highway problem and the item that appeared in Drew Pearson's column recently.

With respect to the highway construction matter, the Oregon State Highway Commission has complete authority to determine the location and the manner of construction on new highways within the State of Oregon. The highway plans, of course, have to meet the general standards prescribed by the Federal Government in all cases where in the United States participates by way of grants-in-aid.

Although it is my initial impression that the State Highway Commission has full authority to locate the highway as it has been planned, I am bringing this case to the attention of the Bureau of Public Roads because I feel that your allegations of excessive cost and waste should be given careful consideration. I have asked the Bureau to supply its comments on the matter and when they arrive, I shall write to you again.

Your comments on the Drew Pearson column were most interesting and for your information, I am pleased to enclose some tearsheets from recent issues of the Congressional Record containing my remarks on this general subject.

With best regards,

Sincerely,

Wayne Morse

WM:so
Enclosures

PR17306

Dear Senator Wayne Morse:-

The free way is to be worked on through Sunny Valley soon now and a few political pulls & finigling will change our out let to please a very small store which the State Engineer said would cost a million more to change the out let. Would be nicer for us, make it shorter but at the same time cause those on our nice black topped road to be discontinued to build a complet new road from Leland out to high way.

I just can't understand why the federal government would allow such - also have to build at least one bridge, maybe more. Since federal is on this saving spree. Why such is allow (a million more than the original out let to few a few). Do you know how a federal engineer inspection could be arranged? I can't see that much more cost just because some favortism. Mind you it will be nicer for us, but its all right the other way - its the million cost more that sticks in my craw. Johnson turning out white house lights - sound redlicious when such waste is allowed. If such waste here I wonder at the waste everywhere.

Please I am not good at writing - but how can an investigation be brought about by the Federal engineers since I believe the federal puts in a percent of money on such. I am for saving - but save every where and a million saved on this deal is worth while. Don't you think so??

Sincerely
Maye Schadler
Sunny Valley, Oregon.

Red Drew Pearson's Column about Confidential files of the Pentagon, hitherto not de-classified, tell a quite different story from two bitter interviews given by Gen. D. MacArthur about Stale mate in Korean War - We should hang our heads in shame to honor such a General. Drew Pearson says another Column on real story of Korea will follow soon. God have mercy on our leaders to allow such Generals to butcher our boys, then give him such luxuries as free Medical Care - Such as MacArthur don't want Medical aid for aged but they [illegible] free med Care Great Democracy? [illegible]

RECEIVED
APR 29 1964
FOR FILING
6643

April 29, 1964

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon

Dear Mr. Long:

This is to acknowledge receipt of your April 21 letter in which you have again outlined your reasons for favoring the Sunny Valley Interchange.

All I can say at this time is that your letter will become a part of the official record on the matter and will have the Highway Commission's attention at the appropriate time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPtms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore.
Phone GR 9-2360

April 21.1964

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10, OREGON- 97310.

ATTENTION: Mr. R.L. Porter,
Deputy State Highway Engineer, and
Leonard Sandas, Chief Counsel.

Gentlemen:

AND SO, THE FAT IS IN THE FIRE AGAIN !

That is a very old, but still a very succinct statement. If you will just substitute "Sunny Valley" for "FAT" and do the same for "FIRING LINE" in the place of "FIRE" , you will know immediately and full well just what I am driving at.

For nearly a month now there has been quite an apparent serenity, a wait-and-see kind of quiet about the Interchange over in Sunny Valley.

Then, on a hunch, I began to dig into and inquire around and the whole new proposition fell into my lap ! namely, that

> Your office now has requested our County Commissioners to sign for the Interchange in SUNNY VALLEY to be constructed on the NORTH SIDE of GRAVE CREEK !

Your office is asking these Commissioners to abrogate every conclusion that they have arrived at in this matter.

Sometime in year 1960 I saw plans that were submitted to your office by one of your regional directors, and on that plan the Interchange was placed on the SOUTH side of GRAVE CREEK.

The next set of plans that I saw were the ones that were shown at the meeting or public hearing held in the local courthouse along the first of last December the 3rd. On that set of plans the Interchange was to be constructed was supposedly left up to the local County Commissioners.

Following the December meeting here in Grants Pass, our County Commissioners signed in favor of the Interchange being placed SOUTH of Grave Creek. Your office a little later, requested that our local Commissioners again go on record as to the best site for the Interchange. AGAIN, they signed for the construction of said Interchange to be placed on the SOUTH side of Grave Creek.

PAGE TWO, SUNNY VALLEY INTERCHANGE:

It seems now that your office has requested that our County Commissioners sign, to a man, in support of plans that the construction of the Interchange be placed on the NORTH side of Grave Creek ! In short your office is telling our Commissioners what to do ! You ask these men— good, public spirited men that they are— to disavow every stand they have previously taken in the matter, to go back on every premise they have held, to refute every statement they have voiced, to forget every fact and bit of information that served as a basis for their considered conclusions ! You are asking them, and expecting them, to make a complete about-face in relation to this matter ! AND you expect them to do this on —of alltimes ! —— an election year ! The layman can but wonder why, and cannot be expected to view the whole set-up with anything less than suspicion.

But, except for fair and courteous treatment that I have always received from your office , I might express myself as being of the opinion that there IS a colored gentlemen in the woodpile. If there be one, I should just like to help smoke him out !

I consider it fair, and just good business for the interest of Sunny Valley and for Josephine County, that you reverse your present position and locate the Sunny Valley Interchange, Interstate 5, on the SOUTH side of Grave Creek. This will be in line with the requests and recommendations of our County Commissioners to our State Highway Department and The Bureau of Public Roads.

I do urge you to go along with the previous request of our local County Commissioners in regard to putting the Interchange on the South side of Grave Creek. If you cannot do this, isn't the public entitled to know why ?

We are all reasoning beings : if it is the cost of a bridge across Grave Creek on the West Side of the Highway that has changed your position on this subject, let the people know the truth. The truth will out, sooner or later, anyhow. That same truth will free you. THE STATE & B.P.R. can finance the necessary needed bridges and service roads, if not they had better close shop.

We seem to find plenty of money to waste shooting at the MOON and many other foreign projects. Surely the building of necessary side service roads and bridges should be no problem .

Under date of March 11. 1964, our local daily paper headlined this on its FRONT PAGE in two-inch type :

INTERCHANGE FOR SUNNY VALLEY To Be SOUTH of GRAVE CREEK.

Under the same head line the Courier quoted from a letter signed by Mr. Forrest Cooper, , State Highway Engineer :

"I know this matter has been of concern to the Board and to the people living in this area.

For this reason, we have given it very careful study. Many reasons have been advanced for the location of the Interchange on both sides of Grave Creek and most of the reasons have validity.

After considering all of the factors it is our belief that the area will best be served by constructing the interchange southerly of Grave Creek and a separation structure on Leland Road to the North.

We believe that this will provide the greatest benefit to the greatest number of people and we feel that this coincides with your thinking as expressed at the public hearings .

We are anxious to get work under progress in the area and are handing you an agreement, which reflects the above layout , and request your approval."

Your office without doubt has a duplicate of this letter on file.

FURTHER, the COURIER REPORTED: The County Commissioners, with all three members present, said they are signing the agreement today and returning it to the State Highway Department.

I sincerely urge your State Highway Commissioners and the B.P.R. to stand by your statements as given in that above letter. Too many people, who are making financial outlays, reposing their faith in your intentions as expressed in that above quoted letter, deserve better treatment than to be let down without recourse, nor any other chance to recoup their losses.

Thanking you for your kind attention in this situation, and trusting that the decisions you make this year will still be approved by the users of this strip of road ten years from now, I beg to remain,

Yours sincerely

Hugh Long

Hugh Long,
927 S.E. 7th. Street,
Grants Pass, Oregon-97526

cc:
Mr. Rex M. Whitton,
Federal Highway Administrator,
U.S. Department of Commerce,
Bureau of Public Roads,
Washington , D.C. --20235

FORM E-1008 REM 12-63

RECEIVED
APR 21 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
Court
R/W
Pac. Hwy. 2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1964

Mrs. Joan Rieger
Leland Road
Sunny Valley, Oregon

Dear Mrs. Rieger:

This will acknowledge receipt of your letter of April 20 to which was attached a petition, dated April 17, 1964, signed by 68 people, endorsing the construction of an interchange on the Pacific Highway north of Grave Creek at Leland Road.

I am forwarding the petition to Mr. Forrest Cooper, State Highway Engineer, for his information.

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Glenn L. Jackson
Mr. Forrest Cooper
FQ:fp

(a copy of Rieger's letter was sent to Jackson)

NOTED
FORREST COOPER

RECEIVED
APR 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

17 April 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Dear Sirs:

As residents and property owners including those directly affected by the Sunny Valley Interchange and having seen the December 3 hearing map, we do endorse the freeway interchange construction north of Grave Creek on Leland Road.

NAME	ADDRESS
Ruth Lockman	Leland Rd.
Arthur E. Lockman	Leland Rd.
Maye E. Schadler	Sunny Valley Oregon
Joe Hall	Sunny Valley
Eva Northrup	Brimestone Rd. Leland
Earle Northrup	Brimstone Rd. - Leland
Zona Sukanen	Leland Road
W. J. Smith	Sunny Valley.
Alvin S. Freeborn	Sunny Valley
Carl Carlson	" "
Catherine Hackworth	Lower Wolf Creek.
B. J. Hackworth	" " "
Josephine M. Perry	" " "
Fred A Perry	" " "
J.B.H. Wilkinson	Lower Grave Creek. Wolf Creek. Or
Frank A Perry Jr	Lower Wolf Creek.
Kenneth L Perry	" " "

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

April 1, 1964

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Porter:

Mr. Cox was in our office today with the new proposal for the Sunny Valley interchange. This new agreement calls for the interchange to be on the Leland Road.

Inasmuch as this situation has become quite confused, The Board of Commissioners feel that it is necessary that you or one with authority in the department, and a representative of the B.P.R., also with authority, make a trip to Grants Pass.

We can discuss our mutual problems and it is our hope that they can be resolved. A final determination of the location of the interchange is most desirable and an end made to the controversy in which all of us have been involved.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Donald G. McGregor

D. G. McGregor, Chairman

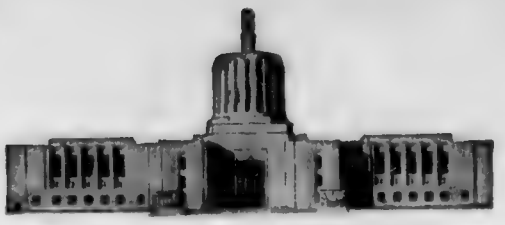
DMcG:nes

RECEIVED
APR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 31, 1964

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

Gentlemen:

Herewith are three copies of a revised throughway agreement for the Sunny Valley Interchange Section of the Pacific Highway (Interstate 5) in Josephine County.

We realize this matter has been of considerable concern to the County and State and sincerely hope it may be resolved by this revision of the agreement.

Please consider the contents of the agreement, and if you approve, sign two copies, have the clerk attest and seal them, and return both signed copies to this office. Retain the extra copy for your files.

After certification by the Highway Commission secretary, a fully executed copy will be returned to you for your records.

Please note that a GENERAL PROVISION clause has been inserted regarding the utilities paragraph.

We trust the agreement will now meet with your approval. If we can be of further assistance in this matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Division Engineer

NOTED
R. L. PORTER

Encl.

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
V. D. Wolfe
F. D. Morgan
L. R. Chandler

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APR 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 1964

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

6643

TO :Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: April 3, 1964

FROM :A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-2(22)68
Coyote Creek-Jumpoff Joe Creek Section
Pacific Highway - Sunny Valley Interchange

Your letter of March 24, 1964 requests our concurrence in construction of the interchange south of Grave Creek, the separation of Leland county road north of Grave Creek, and construction of a frontage road on the westerly side of the highway from Leland Road to the southerly interchange.

As we advised you in our February 20, 1964 letter, there is not sufficient justification for constructing both a separation structure, at either location, and the frontage road with Interstate funds. Also, we recommended that you give prime consideration to constructing the interchange at Leland Road and grade separation structures south of Graves Creek, for the reason that we believe such a proposal will most economically and best serve the entire area affected by the interchange. However, during a meeting on this matter in Mr. Porter's office on March 2, 1964, it was brought to our attention that considerable opposition to the northerly location has developed in the local area and to some extent within the local governing agencies. In view of this indicated opposition and of the fact that construction of the southerly interchange and separation structures at Leland Road is estimated to cost a little less than construction at the reverse locations we will concur in construction of the southerly interchange which will adequately serve the area if the existing county road is improved. Traffic and other conditions involved do not warrant the expenditure of Interstate funds in construction of the frontage road.

V. Gave it his suggested State and BPR to meet with them. & will notify

We would, however, like to point out construction of the southerly interchange and separation structures at Leland Road will leave existing FAS Route 850 terminated at the westerly separation structure. In order to provide desirable integration of this route with any other system it would have to be extended, preferably along the route of the existing road on the easterly side of the highway, or on some other location.

With regard to your request for our comments regarding the State proceeding without a county agreement, it should be noted that the provisions of ORS 374.060 require county approval for carrying Leland Road under the Interstate and provisions for connections by an interchange at Sunny Valley. However, if the State's Legal

Counsel should issue an opinion that such approval is not required we should have no objection to the State proceeding without an agreement. In other words, if it can be demonstrated that a proposed action by the State Highway Department is in accord with the State's own laws as well as meeting Federal-aid regulations, we would have no cause to object.

RECEIVED
APR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1964
FOR FILING

6643

March 31, 1964

Mr. Frank E. Price
Sunny Valley, Oregon 97478

Dear Mr. Price:

We have your letter of March 16 expressing your views on the Lelami Road versus Sunny Valley Interchange on Interstate 5 in Josephine County.

I think you are aware that the Highway Department has been the recipient of numerous letters, petitions, and statements relative to this problem. There is, of course, a divergence of opinion, as there are arguments for either proposed interchange. We are doing our best to work out something that will provide a reasonable solution to the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Sunny Valley, Oregon
16 March 1964

NOTED
R. L. PORTER

Oregon State Highway Commission

Salem 10, Oregon

Attention: Forrest Cooper, State Highway Engineer

Dear Sirs:

I was rather astounded when I read the story in the Grants Pass Daily Courier (March 11) announcing your decision to construct the Sunny Valley interchange south of Grave Creek. Your statement that, "We believe that this will provide the greatest benefit to the greatest number of people and we feel that this coincides with your thinking as expressed at the public hearing" was of particular interest to me. I wonder what you used as a basis on which to form that opinion, "the greatest benefit to the greatest number of people".

As a resident of the Sunny Valley community for the past thirty years, I feel that I am in a position to present a rather accurate opinion of what will best serve the interests of the most people in this community. It is my well-considered opinion that an interchange south of Grave Creek will serve no one better than the Leland Road site. Further, the Leland Road site will serve all residents east of the Freeway equally with the south location and all west of the Freeway (except those south of Grave Creek, in and behind the Mt. Sexton Trading Post area--comprised of five families) far better than the south location.

Porter

Regarding the county board of commissioner's "thinking as expressed at the public hearing", as you know, the Board of County Commissioners realize that they were improperly informed at the time of the public hearing and later retracted their original stand, leaving the decision to the highway department.

I should like to point out that the Board took no stand at the recent hearing on the Coyote Creek-Douglas County line sector. I feel that their second judgement (on the Sunny Valley interchange) should take precedence over their first "uninformed" stand.

In studying your plat of the Sexton Mt. Trading Post area a couple of days ago, I note that a fence will separate the Freeway from the Trading Post; leaving them completely without access. The real estate dealers are interested only in fees for the transfer of property. The subdivisions are not realities and should they ever become such, they will have the underpass to gain access to the Freeway.

I should like to emphasize the fact that, when solicited for signatures to a petition favoring the south side location for the interchange, the solicitors presented no map showing actual location or design of the proposed interchange. Hence, all signatures attached to the petition asking for the south side location were wrongfully obtained--possibly through misrepresentation. All signatories of the Leland Road location were shown the map presented at the December 3 hearing and knew what they were signing.

Upon inquiry at your Engineering Department in Grants Pass on Thursday evening, March 12, I find that there is still no map of a south side interchange and the staff there at that moment could not tell me just where it is proposed to locate it.

It is my firm belief sir, that the map presented at the December hearing is definite evidence that the opinions of yourself and your staff (after thorough study), placed the interchange at the point indicated thereon--at the Leland Road.

I am sure that if a map showing the exact location of the two alternative sites were presented (together with facts definitely showing conditions that would be created by each plan) and the effects of these conditions on the several properties involved--as recommended by the Grants Pass and Josephine County Chamber of Commerce at the hearing of December 3--then, a poll taken of the residents of this community, 90% of the people will favor the Leland Road location.

I ask, why has not such a map and facts been presented? Further, in the face of the above, on what do you base your conclusion that the south side location will "provide the greatest benefit to the greatest number of people? Your conclusion is not concurred in by the Board of County Commissioners, the Grants Pass Chamber of Commerce, the Josephine Soil and Water Conservation District, nor the bulk of the residents of this community.

It is my recommendation that you hold another hearing here on the subject and provide such a map and pertinent facts as suggested above and let us give you our choice based on a thorough understanding of the project.

Very truly yours,

Frank E. Price

Frank E. Price

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MAR 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1964
FOR FILING

6643

March 24, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Sunny Valley Interchange
Coyote Creek--Jump Off Joe Section
Pacific Highway - Josephine County

Dear Sir:

Drawing # 8-H-106

Enclosed is a copy of a preliminary layout sheet for the subject interchange using the southerly location and indicating the construction of a grade separation at Leland Road and a frontage road from Leland Road to the interchange. We have been advised by the Board of County Commissioners of Josephine County that this is the minimum construction acceptable in order to "provide reasonable restoration of the kind of service that was in existence".

We realize this is not the least expensive combination of items which would enable all movements to be made from these two county roads, but suggest that anything less would require use of a substandard bridge and considerable out-of-direction travel.

We request your concurrence in the construction of the southerly interchange, the separation at Leland Road, and the frontage road from Leland Road to the interchange. Lacking your concurrence, we would appreciate your comments on construction of this unit without a county agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure
cc Forrest Cooper
R. L. Porter
F. D. Morgan

ADO:jp bbc

RECEIVED
MAR 20 1964
FOR FILING

6643

Salem, Oregon
March 19, 1964

Mr. Forrest Cooper
State Highway Engineer
O F F I C E

I am unable to find a very good map of the frontage road situation at Sunny Valley. I do have one drawing in my office that shows the frontage road in connection with the southerly interchange. Herewith follows an estimate by items which can be combined into any combination desired.

Cost of the north interchange	$513,000
Cost of the south interchange	$460,000
Cost of north grade separation	$186,000
Cost of south grade separation	$187,000
Frontage road along westerly side of freeway	$186,000
County bridge replacement	$ 70,000

For your convenience, these might be combined as follows:

North grade separation South interchange No frontage road	$646,000
North grade separation South interchange Plus frontage road	$832,000
South grade separation North Interchange No frontage road	$700,000
South grade separation North interchange Plus frontage road	$886,000

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Salem, Oregon
February 18, 1964

Sunny Valley Interchange
Coyote Creek-Jump Off Joe Section
Pacific Highway
Josephine County

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

In reference to the Bureau of Public Roads' letter dated February 10, 1964 on justification data needed for subject interchange, we enclose copies of individual estimates for each item questioned.

By item these are as follows:

North Interchange	$513,000
South Interchange	$460,000
North undercrossing road & Struc.	$186,000
South undercrossing road & Struc.	$137,000
Frontage road	$186,000
County bridge replacement	$ 70,000

By answer to their questions:

(1)	$699,000
(2)	$646,000
(3)	$700,000
(4)	$ 70,000

F.D. Morgan
Construction Engineer

By

A.D. Olson
Urban Engineer

NOTED
R. L PORTER

ADO:jp
Enclosures

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

BOARD OF COUNTY COMMISSIONERS
Court House Room 201
Grants Pass, Oregon

March 13, 1964

Mr. Forest Cooper
Department of Highways
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In regard to your proposed agreement between the State of Oregon and Josephine County regarding the location of the interchange South of Grave Creek on Interstate 5, the Board of County Commissioners is in accord with the recitals and also with the things to be done by the State, with the addition of the following:

> No. 9. The State shall construct a frontage road and a bridge across Grave Creek extending from the existing Leland Road to the South interchange as shown on Exhibit A.

The addition of this item is essential regardless of whether the interchange is located north or south of Grave Creek for the following reasons:

1. As soon as traffic is routed via the interchange, all logging trucks and other heavy traffic will have to cross the existing covered bridge. Our Engineer reports that this bridge will not be able to withstand this loading for more than a few months; therefore, a new bridge will have to be constructed to accomodate this type of traffic.

2. Residents living West of Grave Creek will be forced to travel additional mileage in order to reach the interchange.

In conclusion, we feel that the construction of this freeway will impose an immediate financial burden on Josephine County due to the necessity of constructing a new bridge across Grave Creek; we, therefore, feel that you will give this your immediate attention and cooperation.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Donald G. McGregor

By Louis D. Ringuette

By B. E. Davidson

RLT:jt

RECEIVED
MAR 11 1964
FOR FILING

6643

March 9, 1964

Board of County Commissioners
of Josephine County
County Courthouse
Grants Pass, Oregon

Gentlemen:

I refer once again to the location of an interchange on Interstate Highway 5 near Grave Creek in Josephine County.

I know that this matter has been of concern to the Board of County Commissioners and to the people living in the area. For this reason, we have given it very careful study. Many reasons have been advanced for the location of the interchange on both sides of Grave Creek and most of the reasons have validity.

After considering all of the factors, it is our belief that the area will best be served by constructing the interchange southerly of Grave Creek and a separation structure on Leland Road to the north. We believe that this will provide the greatest benefit to the greatest number of people and we feel that this coincides with your thinking as expressed at the public hearing.

We are anxious to get work under progress in the area and are handing you an agreement which reflects the above layout and request your approval.

I would like to express my appreciation for your patience and consideration in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fh
Encl.

bc Glenn L. Jackson
Hon. E. D. Potts
Hon. Sidney Bazett

cc E. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

RECEIVED
MAR 4 - 1964
FOR FILING

FORM B-30 BOM. 8-62 43606

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1964

SUBJECT:

To: MEMO TO FILE

On this date, A. W. Parsons, Gordon Brooks, Marvin Martin, and Jerry Lowder of the Bureau of Public Roads met with Lloyd Shaw and myself relative to the location of the so-called Sunny Valley Interchange on Interstate Route 5 in Josephine County.

The Bureau representatives indicated that while they favored an interchange at Leland Road with a separation at Sunny Valley, they would approve an interchange at Sunny Valley with a separation at Leland Road. They stated that they would not recommend that Interstate funds be used for the construction of a frontage road or for the reconstruction of the covered bridge spanning Grave Creek.

With this information, the Josephine County Court will be approached with two agreements--one for the interchange north of Grave Creek and one for an interchange south of Grave Creek, and the selection will be left to the decision of the Court.

It is this Department's position that while the Leland Road interchange does apparently offer certain advantages, this is largely a matter for local choice and the Department will recommend to the Highway Commission either scheme.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Bureau of Public Roads
Mr. Forrest Cooper
Mr. Lloyd P. Shaw

RECEIVED
MAR 2 - 1964
FOR FILING

6643

February 28, 1964

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

This is to acknowledge your letter of February 10 concerning the Sunny Valley controversy and other matters relative to the relocation of Interstate 5 in the northerly part of Josephine County. I hope you will pardon the seeming delay in answering but I was hoping to have a better map available than we have at this time.

It appears now that it will be a little while before detailed drawings of the areas that you requested are available and I am enclosing the only thing we have, which is a copy of the public hearing map of the section between the Douglas County line and Coyote Creek. This map does show the contemplated interchanges and frontage road systems.

At the moment, I can offer nothing new on the Sunny Valley interchange but hope that the matter will be reconciled in the very immediate future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

HLPtms
enc.
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

11
12
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2
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CO
CO
DOUGLAS
JOSEPHINE
35
36
2
1
T.32S.R6W.
T.33S.R6W.
To Roseburg

HEARING MAP

DOUGLAS CO. LINE - COYOTE CR.

PACIFIC HIGHWAY

LEGEND

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO BE REMOVED

NEW CONSTRUCTION

S.P.R.R.

15 | 14 | 22 | 23

Wolf

WOLF CREEK

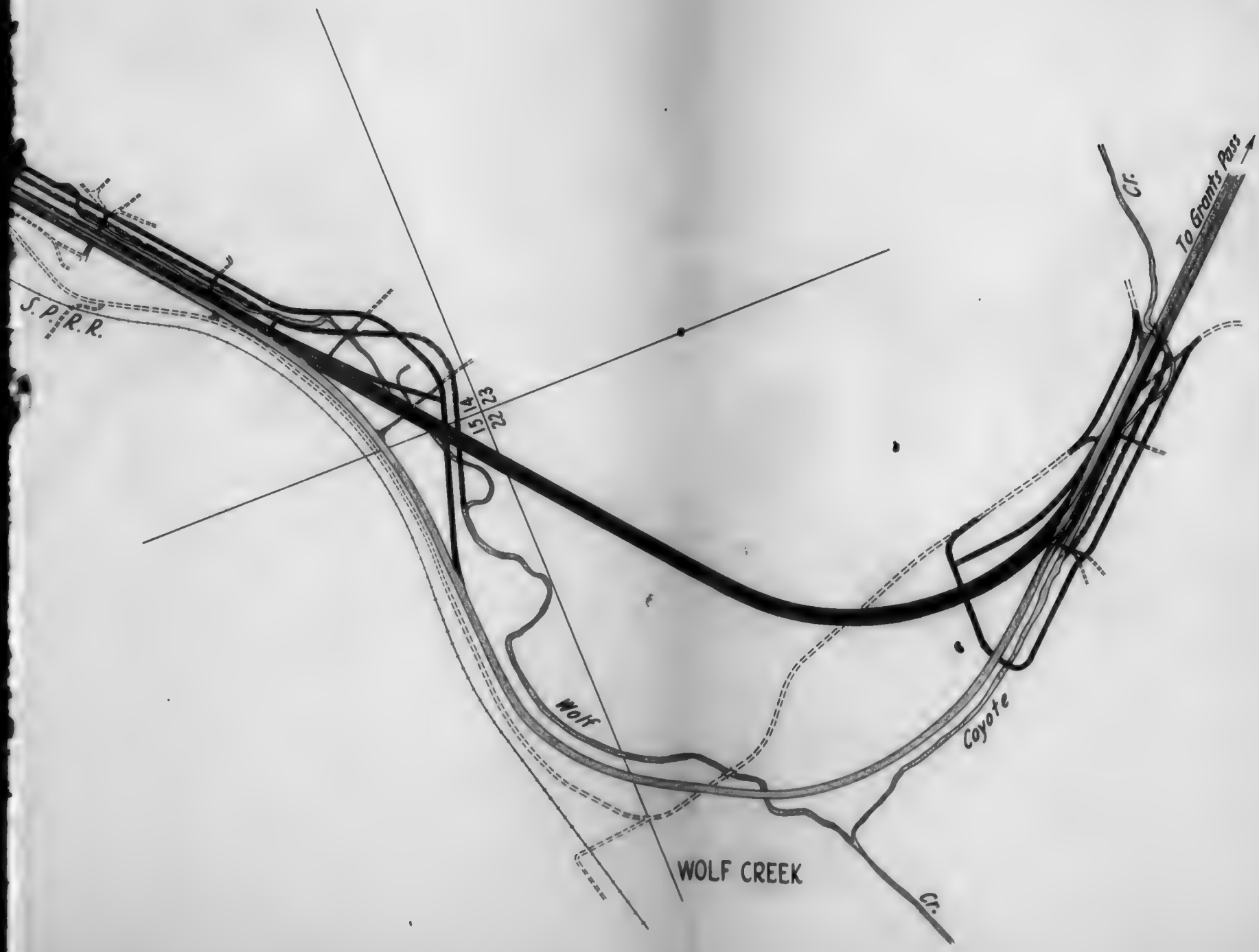
E CR.

LEGEND

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO BE REMOVED

NEW CONSTRUCTION



HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore. 97526
Phone GR 9-2360

February 10.1964,

STATE of Oregon
State Highway Department
Right of Way and Engineering Staff,
State Highway Commissioners,
Salem 10, Oregon 97310

ATTENTION: Mr. R.L. Porter,
Deputy State Highway Engineer

Gentlemen:

AGAIN, please permit me one more letter to you relating to this SUNNY VALLEY Interchange, Interstate Highway 5.

Due to the fact there has been so much controversy regarding the interchange whether to the North side or South side of Grave Creek; I have decided to postpone my business and pleasure trip to out of State and to Honululu, as I previously stated to you, until after a formal decision has been made or until last of February.

I have just recently made a complete personal check of all roads leading in and out of Sunny Valley and the Grave Creek Area. I find and report as did our Josephine County Commissioners or County Court, as per their written request to our State Highway Commissioners as of December 3. 1963 ; that the interest, present and future development and the topography of the area, determine an Interchange be located and constructed SOUTH SIDE OF GRAVE CREEK.

I am also making a study of the Speaker Road, Wolf Creek, and Coyote Creek Area. PLEASE SEND to me preliminary drawings showing proposed Highway realignment in that area in which I am also interested .

AGAIN, regarding the Grave Creek Sunny Valley area---Wish that one or two State Highway Engineers could be with me, Saturday Feb. 8th. on a personal check up on road routes serving Sunny Valley. Including Leland, Lower Grave Creek, and on to the return back to the Leland road dead-end , ending at the Old Stage Road, old Hwy. 99, at School house intersection, then right and left turns to continue on up the main County road leading to upper Grave Creek and back to Highway 99, at Mt. Sexton Trading Post and Post Office. From this point, starting at covered [illegible] bridge, we traveled a distance of Approx. Seven miles on the main County Road to Upper Grave Creek including many side roads leading to fertile valleys and timber lands, many nice homes, far surpassing anything found on the Leland road from Highway 99 West to Rail-Road Depot". (Have you ever been at the"Depot" or "Leland", take a lantern along , you may not find either place?) We returned via a near straight County Paved Road making but one left turn at the covered bridge back to Highway Interstate 5, at the Trading Post and the Sunny Valley Post Office intersection, near which the proposed SOUTH of Grave Creek Interchange is to be located.

NOTED R.L. PORTER

(Continued Page Two)

IT IS A FACT, there is little or no business developed along the Leland road area. An estimated 90 percent of the Valley's business development and land improvements dominate the area SOUTH of Grave Creek on Interstate Highway 5 and on up Grave Creek.

It appears to me, and to many leading Sunny Valley people, that there is no need for an under-pass or over-pass road crossing Highway 99 at Leland road, said crossing, which only tends to serve a DEAD-END road should be eliminated, thus greatly benefiting and better serving the area. THE COST SAVED, will more than cover the cost for the reconstruction of the Grave Creek Covered Bridge and another bridge serving a necessary SIDE road, west side of Highway 99, connecting the Leland road to South of Grave Creek Interchange. Said side road and Bridge can easily and best be constructed on presently owned Highway Right of Way Property.

The SOUTH Interchange location would be most centrally located, equally serving the interest of the entire Leland, Sunny Valley, Grave Creek, Placer areas. And in turn, preserve present business and property values, and too, by placing the Interchange SOUTH of Grave Creek, there will be much less or little or no controversy over existing access roads now serving the area.

I believe it good business to continue the Old Stage Road from the Interchange SOUTH of Grave Creek to Old Highway 99 over bridge leading to County Road and continue to intersect Interstate Hwy. 5 leading toward Wolf Creek Saw Mill Country.

The VALUE of Pasture land along Highway 99 Right of Way at location of either proposed Interchanges should not cost the State Highway Department more than $50.00 to $100.00 per acre having no business or building improvements thereon. This includes the acreage from Leland Cross Road South to the North property line of the HIGHLY DEVELOPED Mt. Sexton Trading Post Store, Cafe, Service Station and U.S. Post Office.

Placing or locating the Sunny Valley Interchange SOUTH of Grave Creek , will, as has been stated and proven, preserve present property values, promote progress, and, increase employment in the area. The assessed valuation of the entire area will be increased at least by 1/3.

I would like to entertain one or more Highway Engineers to make a formal report and decision, in company with the writer, to personally check the area. I am sure, an agreeable conclusion can be arrived at.

THE ASSESSED VALUATION of the Mt. Sexton Trading Post alone, will be increased by 1/3 or more by placing the Sunny Valley Interchange SOUTH of Grave Creek. It will be necessary for the owners of the Mt. Sexton Trading Post to extend their dining room by at least 20 feet, which will make a floor space addition Approx. 600 Sq. Ft., which is 1/3 of present floor space of store and dining room combined, not including other service areas. THEY NEED THIS EXTENSION NOW in order to accomodate their trade. I ate there Saturday Afternoon around 2-P:M:. During the time I was eating, I counted how many customers came and went. The number came to 23 while I ate my dinner, that number did not include my party. I asked the waitress if 50 customers a day would be the average for one day in the Cafe, and she assured me that 150 to 250 would be a nearer estimate.

(Continued to Page Three)

There is not enough business in the length and bredth of Leland Road area all put together that will total the receipts for one day at that little resturant alone , not including business from the store and Service Station operations.

That resturant, store, service station and U.S. Post Office is a TOP-"COME AGAIN" place. You eat there once-and you come again. The food served is superior and the service superb. I have eaten the length of the Pacific Coast. I know what I say. Participation means appreciation.

I just immagine that your business ACUMEN tells you just what will happen to that dining room alone if the Interchange is put on the North side of Grave Creek.

FROM SOUP TO DESERT the food is cooked to your taste and served HOT; two items the traveling public most deeply appreciates.

If the Interchange is put on the North side of Grave Creek, the loss that will be sustained by the resturant owner and his help in the entire establishment is understandable---"IT CAN BE COMPENSATED FOR"---, but what of the loss to the traveling public that is glad to find first class resturant serving excellent food at a moderate price, and is <u>easily accessible.</u>

AFTER ALL, IT IS FOR THE CONVENIENCE OF THAT TRAVELING PUBLIC THAT WE ARE CONSTRUCTING THESE ROADS AND THEIR GAS TAX IS PAYING THE BILL !

Again thanking you for your attention and courtesies, I am.

Very truly yours,

Hugh Long

Hugh Long
927 S.E. 7th. Street
Grants Pass, Oregon 97526

cc:
Josephine County Commissioners,
or County Court.
Attention:
Mr. Davidson,
Mr. McGregor
Mr. Ringette.

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-111 (9-01-58)
(PRES. BY A.O. 230-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Department
Salem, Oregon

DATE: February 20, 1964

REFERRED TO
Shaw
BY COUNTY STATE HIGHWAY ENGINEER

FROM : A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

Have agreement prepared and submitted to County for

SUBJECT: Oregon Project
Coyote Creek-Jumpoff Joe Creek Section
Pacific Highway - Sunny Valley Interchange

We have reviewed the information furnished by your letter of February 18 in connection with the subject matter.

After due consideration of all possible alternates, their costs, their effects upon the area to be served, the results of the Public Hearing, and the position of Josephine County, it is our recommendation that you give prime consideration to constructing the interchange at Leland Road (North Interchange) and grade separation structure south of Grave Creek.

We believe this proposal will most economically and best serve the entire area. There is insufficient justification for both the frontage road and grade separation structures at either the north or south location. Therefore the existing road would be severed at the site not selected for the interchange. Severance of Leland Road would necessitate construction of a structure across Grave Creek to replace the existing covered bridge east of the highway. While we strongly believe that Federal Interstate funds could not be authorized for participation in the cost of such a replacement structure, such cost would necessarily have to be borne by the public and it is, therefore, not deemed to be in the public interest to force expenditure of additional funds necessary in the construction thereof.

There is insufficient justification for the expenditure of Federal funds on a frontage road on the westerly side of the highway.

RECEIVED
FEB 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1964
FOR FILING

6643

February 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: M. E. Martin

Re: Coyote Creek-Jumpoff Jct.
Creek Section
Pacific Highway
Sunny Valley (Grave Creek)
Interchange

Dear Sir:

By your letter of February 10 you requested cost estimates of several combinations of interchange, frontage road, county road improvement, and county road severance treatments at Sunny Valley. We present the following in the same order requested in your letter:

(1) Cost of north interchange, with frontage road west of freeway, severing the present road south of Grave Creek.

$513,000	North Interchange
186,000	Frontage Road
$699,000	

(2) Cost of south interchange, with frontage road west of freeway, severing Leland Road.

$460,000	South Interchange
186,000	Frontage Road
$646,000	

(3) Cost of north interchange with a grade separation at the road south of Grave Creek.

$523,000	North Interchange
137,000	South Undercrossing
$700,000	

(4) Cost of replacement structure at present covered bridge site east of highway.

$70,000

Contacts with the Josephine County Board of Commissioners lead us to believe the County will reject severance of either of the existing roads and for that reason, estimates No. 1 and No. 2 are of more academic interest than practical value.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

Form 12-69-30M-8-69

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Sunny Valley Interchange
North - Half Cloverleaf

A

	Item	Unit		Allow	Total	Price	Cost
Clear & Grub		All					$ 1000-
Drainage Exc		Cu. Yd.	350	35	385	3.50	1348
General	"	"	52,040	10460	63,500	0.60	38,100
Emb. in Place		"	85,923	17,077	103,000	0.75	77,250
Finish Rd. & Slopes		mile	0.8	—	0.8	1000-	800
12" Conc. Pipe		Lin Ft	140	15	155	3.00	465
18" "	"	"	590	60	650	4.50	2925
A.C. Traffic Markers		"	510	50	560	1.50	840
Guard Rail		"	1900	190	2090	3.00	6270
Move Coaxial Cable		"	1060	110	1170	15.00	17,550
Base Course		Ton	16,800	1680	18,480	2.50	46,200
Bit. Treated Base (PMBB)		"	3800	380	4180	3.00	12,540
A.C. Mix		"	3015	305	3320	4.50	14,940
85-100 in Mix		"	181	19	200	35.00	7000
Sprinkling		M-Gal	420	40	460	3.00	1380
Metal Sight Posts		each	30	5	35	8.00	280
					sub total		228,888
					20% E & C		46,112
					Total Grade & Pave		275,000
				Intch. Structure			191,000
				Mainline Struct.			47,000
				TOTAL CONS'T.			$ 513,000

Form S-49 2062-8-80

4" AC
3" PMBB
14½" Base

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Sunny Valley Interchange

So. Half Cloverleaf Design

B

	Item	Unit		Allow	Total	Price	Cost
Clear and Grub		All					$ 1000-
Drainage Exc.		Cu.Yd.	100	10	110	3.50	385
General	"	" "	35,000	7000	42,000	0.60	25,200
Emb. in Place		" "	110,000	22,000	132,000	0.75	99,000
Finish Rdbed & Slopes		mile	0.9	—	0.9	1000-	900
18" Conc. Pipe		Lin ft	150	15	165	4.50	743
36" " "		" "	120	15	135	12.50	1688
Metal Sight Posts		each	30	5	35	8.00	280
Guard Rail		Lin ft	1500	150	1650	3.00	4950
Base Course		Ton	18,126	1814	19,940	2.50	49,850
Bit. Treated Base (PMBB)		"	4096	414	4510	3.00	13,530
A.C. Mix C.B		"	3252	328	3680	4.50	16,560
85-100 in Mix		"	195	20	215	35.00	7525
Sprinkling		M-Gal	453	47	500	3.00	1500
A.C. Traffic Mkrs.		Lin ft	600	60	660	1.50	990
					sub-total		$ 224,101
					20% E&C		44,899
					Total Grade & Pave		$ 269,000
					Structure		191,000
					TOTAL CONS'T.		$ 460,000

Form 3-19-2001-5-50

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

"UX" Line only

For Cr. Sep. at North Rd.

A

Clear and Grub			All	—				$ 250
Drainage Exc			Cu. Yd.	150	15	165	3.50	578
General	"		"	13,984	1416	15,400	0.60	9240
Finish Rd. & Slopes			mile	0.3	—	0.3	1000 -	300
12" Conc. Pipe			Lin ft	60	6	66	3.00	198
18"	"	"	"	200	20	220	4.50	990
Gaurd Rail			"	200	20	220	3.00	660
Base Course			Ton	5016	504	5520	2.50	13,800
P.M.G.B.			"	1144	116	1260	3.00	3780
A.C. Mix			"	818	82	900	4.50	4050
85-100			"	50	5	55	35.00	1925
Sprinkling			M-Gal	125	15	140	3.00	420
						sub-total		36,191
						20% E&C		7809
						Total Grade & Pave		44,000
						Structure		142,000
					TOTAL	CONS'T.		$ 186,000

Form B-49-30M-6-50

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

"UX" Line only
for Grade Seperation at South Rd.

B

Clear and Grub			All					# 250
Drainage Exc.			Cu. Yd.	60	10	70	3.50	245
General		"	"	31,550	3450	35,000	0.60	21,000
Finish Rd. & Slope			mile	0.3	—	0.3	1000 —	300
36" Conc. Pipe			Linft	120	10	130	12.50	1625
Guard Rail			"	200	20	220	3.00	660
Base Course			Ton	4560	460	5020	2.50	12,550
P.M.B.B.			"	1040	105	1145	3.00	3435
A.C. Mix			"	744	76	820	4.50	3690
85-100			"	45	5	50	35.00	1750
Sprinkling			M-Gal	114	11	125	3.00	375
						Sub-total		45,880
						20% E&C		9120
						Total Grade & Pave	B	55,000
						Structure		132,000
						TOTAL CONST.	B	187,000

Form P-(1)—3084—8-60

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CONSTRUCTION ESTIMATE
WEST SIDE FRONTAGE ROAD
SUNNY VALLEY INTERCH.
PACIFIC HIGHWAY

URBAN DESIGN 1-9-64 T.E

	ITEM		UNIT	NET	ALLOWANCE	TOTAL	UNIT PRICE	AMOUNT
CLEARING & GRUBBING			ALL	–	–	–	–	$ 500
DRAINAGE EXC.			CU. YD.	30	5	35	3.50	123
GENERAL EXC.			CU. YD	2,849	712	3,561	0.60	2,137
EMBANKMENT IN PLACE			CU. YD.	27,620	6,905	34,525	0.75	25,894
FINISHING ROADBED & SLOPES			MILE	0.56	–	0.56	1,000.00	560
18" CONC. PIPE			LIN. FT.	90	10	100	4.50	450
BOTTOM COURSE BASE			TON	8,525	853	9,378	2.50	23,445
BIT. TREATED BASE (PMBB)			TON	1,711	171	1,882	3.00	5,646
A.C. MIX			TON	1,630	163	1,793	4.50	8,069
ASPH. IN MIX			TON	90	9	99	35.00	3,465
SPRINKLING			M-GAL	201	20	221	3.00	663
						TOTAL		70,952
						+20% ENGR. & CONT.		14,048
						TOTAL GRADE & PAVE		85,000
						STRUCTURE		101,000
					TOTAL CONST. COST			$186,000

County bridge - Grave Creek

Bridge inventory # 575.

1-19' Frame Trestle	19
1-105' Howard Truss	105
5-19' Fr. Tr.	95
	219

assuming some length, minimum 26' wide, $12/ft²

219 x 26 x $12 = $68,500 - Say $70,000

rm 2-49—3031—6-58

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Sunny Valley Interchange
North - Half Cloverleaf

A

	Item	Unit		Allow	Total	Price	Cost
							$
Clear & Grub		All					1000 -
Drainage Exc		Cu. Yd.	350	35	385	3.50	1348
General	"	"	52,040	10460	63,500	0.60	38,100
Emb. in Place		"	85,923	17,077	103,000	0.75	77,250
Finish Rd. & Slopes		mile	0.8	—	0.8	1000 -	800
12" Conc. Pipe		Lin ft	140	15	155	3.00	465
18"	" "	"	590	60	650	4.50	2925
A.C. Traffic Markers		"	510	50	560	1.50	840
Guard Rail		"	1900	190	2090	3.00	6270
Move Coaxial Cable		"	1060	110	1170	15.00	17,550
Base Course		Ton	16,800	1680	18,480	2.50	46,200
Bit. Treated Base (PMBB)		"	3800	380	4180	3.00	12,540
A.C. Mix		"	3015	305	3320	4.50	14,940
85-100 in Mix		"	181	19	200	35.00	7000
Sprinkling		M-Gal	420	40	460	3.00	1380
Metal Sight Posts		each	30	5	35	8.00	280
					sub total		228,888
					20% E & C		46,112
					Total Grade & Pave		275,000
				Int'ch. Structure			191,000
				Mainline Struct.			47,000
				TOTAL CONS'T.			$ 513,000

4" AC
3" PMBB
14½" Base

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Sunny Valley Interchange

So. Half Cloverleaf Design

B

	Item	Unit		Allow	Total	Price	Cost
Clear and Grub		All					$1000-
Drainage Exc.		Cu.Yd.	100	10	110	3.50	385
General	"	" "	35,000	7000	42,000	0.60	25,200
Emb. in Place		" "	110,000	22,000	132,000	0.75	99,000
Finish Rdbed & Slopes		mile	0.9	—	0.9	1000-	900
18" Conc. Pipe		Lin ft	150	15	165	4.50	743
36"	" "	" "	120	15	135	12.50	1688
Metal Sight Posts		each	30	5	35	8.00	280
Gaurd Rail		Lin ft	1500	150	1650	3.00	4950
Base Course		TON	18,126	1814	19,940	2.50	49,850
Bit. Treated Base (PMBB)		"	4096	414	4510	3.00	13,530
A.C. Mix Cl. B		"	3252	328	3680	4.50	16,560
85-100 in Mix		"	195	20	215	35.00	7525
Sprinkling		M-Gal	453	47	500	3.00	1500
A.C. Traffic Nibs.		Lin ft	600	60	660	1.50	990
					sub-total		$224,101
					20% E&C		44,899
					Total Grade & Pave		$269,000
					Structure		191,000
					TOTAL CONS'T.		$460,000

Form E-45—3M—8-60

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

"UX" Line only

For Gr. Sep. at North Rd.

A

								B
Clear and Grub			All					250
Drainage Exc			Cu. Yd.	150	15	165	3.50	578
General "			"	13,984	1416	15,400	0.60	9240
Finish Rd. & Slopes			mile	0.3	—	0.3	1000 -	300
12" Conc. Pipe			Lin ft	60	6	66	3.00	198
18" " "			"	200	20	220	4.50	990
Gaurd Rail			"	200	20	220	3.00	660
Base Course			Ton	5016	504	5520	2.50	13,800
P.M.C.C.			"	1144	116	1260	3.00	3780
A.C. Mix			"	818	82	900	4.50	4050
85-100			"	50	5	55	35.00	1925
Sprinkling			M-Gal	125	15	140	3.00	420
						sub-total		36,191
						20% E&C		7809
						Total Grade & Pave		44,000
						Structure		142,000
					TOTAL	CONS'T.		$ 186,000

Form E-49—30M—8-50

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

"UX" Line only

for Grade Seperation at South Rd.

C

Clear and Grub			All					# 250
Drainage Exc.			Cu. Yd.	60	10	70	3.50	245
General			"	31,550	3450	35,000	0.60	21,000
Finish Rd. & Slope			mile	0.3	—	0.3	1000 —	300
36" Conc. Pipe			Linft	120	10	130	12.50	1625
Gaurd Rail			"	200	20	220	3.00	660
Base Course			Ton	4560	460	5020	2.50	12,550
P.M.C.B.			"	1040	105	1145	3.00	3435
A.C. Mix			"	744	76	820	4.50	3690
85-100			"	45	5	50	35.00	1750
Sprinkling			M-Gal	114	11	125	3.00	375
						Sub-total		45,880
						20% E&C		9120
						Total Grade & Pave	#	55,000
						Structure		132,000
						TOTAL CONS'T.	#	187,000

Form E-18—20M—6-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CONSTRUCTION ESTIMATE
WEST SIDE FRONTAGE ROAD — Revised
SUNNY VALLEY INTERCH.
PACIFIC HIGHWAY

URBAN DESIGN 1-9-64 T.E.

	ITEM		UNIT	NET	ALLOWANCE	TOTAL	UNIT PRICE	AMOUNT
CLEARING & GRUBBING			ALL	–	–	–	–	$ 500
DRAINAGE EXC.			CU. YD.	30	5	35	3.50	123
GENERAL EXC.			CU. YD	2,849	712	3,561	0.60	2,137
EMBANKMENT IN PLACE			CU. YD.	27,620	6,905	34,525	0.75	25,894
FINISHING ROADBED & SLOPES			MILE	0.56	–	0.56	1000.00	560
18" CONC. PIPE			LIN. FT.	90	10	100	4.50	450
BOTTOM COURSE BASE			TON	8,525	853	9,378	2.50	23445
BIT. TREATED BASE (PMBB)			TON	1,711	171	1,882	3.00	5,646
A.C. MIX			TON	1,630	163	1,793	4.50	8,069
ASPH. IN MIX			TON	90	9	99	35.00	3,465
SPRINKLING			M-GAL	201	20	221	3.00	663
						TOTAL		70,952
						+20% ENGR. & CONT.		14,048
						TOTAL GRADE & PAVE		85,000
						STRUCTURE		101,000
					TOTAL CONST. COST			$186,000

County bridge - Grave Creek

Bridge inventory # 575.

1-19' Frame Trestle	19
1-105' Pratt Truss	105
5-19' Fr. Tr.	95
	219

assuming some length, minimum 26' wide, $12/ft²

219 x 26 x $12 = $68,500 - Say $70,000

Salem, Oregon
February 14, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: A. D. Olson

Coyote Creek-Jumpoff Joe
Creek Section
Pacific Highway
Sunny Valley Interchange
(Grave Creek)

The BPR memorandum dated February 10 by M. E. Martin, District Engineer, requests cost estimates on four plans; two of which would require severance of a county road, and one would require replacement of the covered bridge across Grave Creek easterly of the present highway. You received a copy of this memorandum from my office February 13.

Will you please prepare the four estimates requested and in the event this is discussed with the BPR, bring to the Bureau's attention that insofar as we can evaluate the thinking of Josephine County officials, there is little likelihood that severance of any of the county road system will be favorably considered by them.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:a,jw

FORM E-50 80M 3-62 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1964

SUBJECT: Sunny Valley Interchange
Coyote Creek-Jump Off Joe Section
Pacific Highway
Josephine County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

I reference to the Bureau of Public Roads' letter dated February 10, 1964 on justification data needed for subject interchange, we enclose copies of individual estimates for each item questioned.

By item these are as follows:

North Interchange	$513,000
South Interchange	$460,000
North undercrossing road & Strucs.	$186,000
South undercrossing road & Strucs.	$187,000
Frontage road	$186,000
County bridge replacement	$ 70,000

By answer to their questions:

(1)	$699,000
(2)	$646,000
(3)	$700,000
(4)	$ 70,000

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Enclosures

FORM CD-121 (9-28-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon Attn: L. P. Shaw

DATE: February 10, 1964

FROM : A. W. Parsons, Division Engineer
08-35.2DB Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project
Coyote Creek - Jumpoff Joe Creek Section
Pacific Highway
Sunny Valley Interchange

Reference is made to your letter dated January 28, 1964, relative to the proposed interchange to serve the vicinity of Sunny Valley and surrounding area.

It is our opinion that the following additional cost estimates are needed for the proper evaluation and determination of which interchange location, north or south of Grave Creek, will best and most economically serve the area:

(1) Cost of the north interchange plus frontage road on the westerly side of the highway and deletion of presently proposed Interstate crossings over the existing road south of Grave Creek. (The existing road on the east and new frontage road on the west would adequately serve this area without a crossing of Interstate).

(2) Cost of the south interchange plus frontage road on the westerly side to connect with Leland Road and deletion of the presently proposed Interstate crossings over Leland Road.

(3) Cost of the north interchange and a crossing of the existing road over the Interstate south of Grave Creek.

(4) Cost of a new structure over Grave Creek to replace the covered bridge on the existing road on the easterly side of the highway.

Upon our receipt and review of this information, we will furnish you our recommendations relative to the location of the interchange.

NOTED
LLOYD P. SHAW

Young
Morgan

RECEIVED
FEB-4 - 1964
FOR FILING

6643

February 4, 1964

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Attention: Mr. B. E. Davidson
Commissioner

Gentlemen:

Thank you for your letter of January 31 and attached copies of a petition and transmittal letter addressed to your Board from Mr. R. R. Trader, concerning the proposed Interstate 5 Interchange in the Sunny Valley Area in Josephine County.

This petition will be forwarded to Mr. Forrest Cooper, State Highway Engineer, for his information, and will be filed with other testimony for consideration by the State Highway Commission.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Forrest Cooper

CWH:fp

Dec. 21, 1963

TO: The Board of County Commissioners
Josephine County, Oregon
County Courthouse, Grants Pass, Oregon

The undersigned persons, being registered voters, residents or property owners in the Mt. Sexton-Leland-Grave Creek-Placer and King Mountain area, hereby petition the Board of County Commissioners to continue its support of the proposed new interchange on Interstate 5 South of Grave Creek and in the vicinity of the present road crossing at the foot of Sexton Mountain.

We approve the position taken by the Board of County Commissioners as stated in it's letter of December 3, 1963, to the Oregon State Highway Commission, copy of which is attached, and petition the Board of County Commissioners to continue to urge the State Highway Commission to establish the interchange South of Grave Creek as indicated.

The undersigned believe that location of the interchange South of Grave Creek near the present road crossing would best serve the majority of the people in the area. #916

NAME	ADDRESS
Sunny Valley Grange Members, as per resolution dated	2/16/63
✓ Leroy Brett	
✓ Florence Brett	
Vernon Brett	
Frank Goddard	
✓ Zurilla Goddard	
Beverly Vernon	
✓ Edward Brett	
Elaine Brett	
✓ Bessie Crumley	
✓ Zeke Crumley	
Edward Crumley	
✓ Lillian Kaiser	
Reynold MacDonald	
Dave Traver	
Robert Traver	
✓ R. D. Lairmore	
✓ Thelma Lairmore	
Joe Lairmore	
✓ Walter Yeager	
Walter Yeager	

RECEIVED
MAR 2 - 1964
FORM H-80 BOM 8-62 43908
FOR FILING

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1964

SUBJECT:

To: MEMO TO FILE

On this date, State Representative Sidney Bazett called me on another matter but mentioned the Grave Creek Interchange.

Rep. Bazett stated that he had looked into this matter and felt that the interchange on the southerly side of the creek had the most promise. I told him that we had made a request to the Bureau of Public Roads for a frontage road connecting Leland Road with a proposed interchange south of Graves Creek and I suggested that the matter be held in abeyance until we have received the Bureau's decision.

I informed Rep. Bazett that I would keep him posted.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
R. B. Sipprell

NOTED
FORREST COOPER

January 28, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Sunny Valley Interchange
Coyote Creek-Jump Off
Joe Section
Pacific Highway
Josephine County

Dear Sir:

On December 3, 1963, a public hearing was held on the subject section and copies of the record have been supplied to your office. The principal topic of discussion was the relocation of the Sunny Valley Interchange, with all speakers favoring a move from Leland Road, as originally proposed, to a point south of Grave Creek using the relocated Sunny Valley Loop County Road and the structure over it as part of the interchange. This would put the facility near the present post office and the existing commercial facilities.

We have petitions supporting each location and recently received a letter from the Board of County Commissioners of Josephine County in which the County tosses the problem back to us stating that it will concur in whatever choice we make, but also stating that regardless of which interchange is built, a frontage road and bridge over Grave Creek are needed to directly connect the other area to the interchange. A copy of the County's letter with its reasoning is enclosed.

Also enclosed is a section from an uncontrolled 1"=400' photogrammetric map of the area indicating the approximate design and positioning of the alternate interchanges and of the suggested frontage road. The existing county roads are shown more completely on the enclosed quadrangle sheet. It is our understanding that the old county bridge upstream (on the Sunny Valley Loop Road) is not adequate for heavy hauling, but under the present highway pattern can be bypassed when necessary.

We cannot justify the inclusion of the frontage road on the basis of added travel distance using the available traffic data (rough calculations enclosed); however, we feel that the area can best be served by building the southerly interchange and the frontage road from the interchange to Leland Road.

Cost for the north interchange plus the relocation and separation structure at the south area is $700,000. The cost of the south interchange plus the separation structure at Leland Road is $446,000. The cost of the frontage road and bridge is estimated to be $186,000.

We realize that based on a "least cost" determination, the frontage road cannot be justified; however, we do not believe that it was the intent of Congress in establishing the Interstate System, to utilize the existing highways without giving consideration to the local needs. If you concur that this frontage road is chargeable to the Interstate System, then we recommend that it be built along with the south interchange and the separation structure at Leland Road.

Please advise us of your thinking on this matter so we can get our County agreement completed and continue our work in this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. H. Young
C. H. Maison

ADO:jp· ajw

RECEIVED
JAN 23 1964
FOR FILING

6643

Cross Referenced To:
Alma
Petitions
Josephine C.

January 21, 1964

Mr. Hugh Long
927 S. E. Seventh Street
Grants Pass, Oregon 97526

Dear Mr. Long:

This acknowledges receipt of your January 15 letter in regard to proposals for an interchange at Grave Creek.

Mr. Porter, in replying to your January 8 letter, covered the matters you included in your latest letter quite thoroughly and nothing has changed the situation since that time. Apparently your letter of the 15th and Mr. Porter's letter of the 16th passed each other in transit.

The expressions of opinion by you and the many others in Josephine County are very much appreciated and all will be filed for consideration of the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore.
Phone GR 9-2360

January 15.1964

State of Oregon
State Highway Department
Salem 10, Oregon 97310

ATTENTION: Mr. Lloyd Shaw,
Oregon Highway Engineers & STAFF.

SUBJECT: Re-affirmation.
****

Gentlemen:

On the 8th. of this month I wrote a letter to Mr. Cooper, of the State Highway Department, expressing my idea, etc., as to where the interchange in Sunny Valley should be located.

I had given a copy of that letter to Mr. Jack McMahan, who is Manager of our Josephine County Chamber of Commerce. Jack had the letter with him when he was in your Salem office on Friday of this last week.

Since Mr. Cooper was away in Washington, D.C., Jack had the pleasure of discussing the Sunny Valley situation with you.

From what I gathered at yesterday's meeting of the County Commissioners, which they asked me to attend, your office wants them to re-affirm their stand of December 3. 1963, on where they wished the interchange to be located.

On that date the Commissioners here requested that the interchange be placed SOUTH of Grave Creek, as opposed to the State's proposed location, that the site be NORTH of Grave Creek.

Whether they are unanimous in that opinion now, I have no idea, but I was told by the Commissioners, yesterday, that they want your office to ~~request~~ formally request them to re-affirm the judgement that they expressed in December.

Can it be possible that so important a decision hinges upon our Commissioners being formally asked by your office to re-affirm a decision which they made a little more than a month ago ?

I was taught to avoid "Snap Judgement", and to beware of "Mr. Hem" and "Mr. Haw". I am wondering if the faces of these two latter individuals show on the screen of this situation.

I am expressing my views to you, on this subject of such public interest, as is every citizen's right so to do. This is done in the interest of not only Josephine County, but in that of the general public, also. I so often wish that more men would keep a lively interest in public affairs and not wait until an election time and parade them then.

Thank you for your continued interest in pushing for good highways here in Oregon. (Let's hope that our County and State commitments will be complied with)

Sincerely
Hugh Long
Hugh Long,
927 S.E. 7th. St., Grants Pass.

cc:
Glenn L. Jackson, Chairman Hwy. Comm.

Josephine County Chamber of Commerce.

COPY FOR MR. V. Wolfe
From Floyd Query, Secretary

PUBLIC HEARING

2:00 p.m., December 3, 1963

Josephine County Courthouse
Grants Pass, Oregon

Proposed plans to reconstruct the Pacific Highway (Interstate 5) from Coyote Creek to Grave Creek and from Grave Creek to Jumpoff Joe Creek.

MR. VICTOR WOLFE: Ladies and gentlemen, the time is 2 o'clock, which was advertised as the time for the formal hearing on the Coyote Creek-Jumpoff Joe Creek Section of Interstate 5. This hearing is being held today in conformance with State statutes and Federal regulations. So that you may know those of us at the front of the room, I would like to make the following introductions: On your left, Mr. Cecil Head, Assistant Secretary to the Highway Commission; Lee Gatlin, Office Manager, Secretary, Highway Commission; George Wills, Assistant Chief Locating Engineer from Salem; on my immediate left, Mr. L. R. Chandler, Division Engineer of this Division - most of you probably know Mr. Chandler; next to him, Mr. John Quiner, Assistant Division Engineer of this Division. At the end of the table, Mr. Richard A. Nichols, Assistant Area Engineer, Bureau of Public Roads. I am Victor Wolfe, Administrative Assistant to the State Highway Engineer. (There were approximately 34 other persons present). Just a short explanation before we start. In order to end up with a transcript of the hearing which will be understandable to the Highway Commission and those in the Bureau of Public Roads who must study it, we will first have the route explained - our proposed plans - we will then call for testimony from the representatives of official bodies. We will then ask for statements by anyone present wishing to make any statement for or against the proposed relocation. We will hold this hearing open until all who wish to make a statement have had an opportunity. I do wish to advise that this is not the time to discuss individual rights-of-way problems. This is the time to discuss the route and interchanges - this type of discussion - so that the Highway Commission and the Bureau of Public Roads can make their decision based on the feelings of the people affected, as well as on the economics of the project. One final statement that I would like to make for the record and the only statement that will be made today as far as rights of way are concerned. The Legislature in its last regular session passed enabling legislation so that those individuals who are forced by the acquisition of rights of way to move can have moving assistance - financial assistance in moving individuals up to $200, businesses and/or farms up to $3,000, as justified by estimates. With this I would ask Mr. Quiner to explain in detail the proposed plan.

MR. JOHN QUINER: The map which you see before you will give you a better understanding as I point out the route - the yellow and the green areas represent the existing highway - this is what you are traveling on now. The red areas represent what will be constructed to bring the road up to the freeway standards. This is Coyote Creek. Wolf Creek, to locate you a little better, is just around the corner. Not included in this hearing, but will be included in the next one, is an interchange which will serve the Coyote Creek area here. This hearing starts right at Coyote Creek, follows the existing highway to the top of the mountain, there's a short piece of road to connect Mackin Gulch. The existing entrance of Mackin Gulch will be severed - access to Mackin Gulch will be by the old highway back to Wolf Creek. At the top of the mountain it follows the same general route you have now down to Leland Road.

NOTED
VICTOR D. WOLFE

At Leland Road, an interchange - it's a full interchange, in other words, you can get on or off the highway going either north or south at this point. On across Grave Creek there will be an overcrossing - over the Old Stagecoach Road. You continue on up Sexton Mountain, cross what's called Rat Creek to the summit and down the south side of Sexton Mountain - they are cutting through Windy Gap - all new road through there - down the south side and connecting back into the existing freeway at Jumpoff Joe Creek. Not shown on this map is the next interchange which is the Jumpoff Joe Interchange or Hugo Interchange. The red area on the old road represents new construction in order to use the old Highway 99 as a service road back up Sexton Mountain.

MR. WOLFE: Thank you, Mr. Quiner. At this time I would like to ask for a statement from the Josephine Board of County Commissioners.

MR. LOUIS D. RINGUETTE: Mr. Wolfe, Members of the State Highway Commission. My name is Louis D. Ringuette. I'm one of the Josephine County Commissioners. I have a prepared statement from the Board which I would like to read into the record and leave a copy with you at this time.

"December 3, 1963

"Hearings Chairman
Oregon State Highway Commission
Salem, Oregon

"The Josephine Board of County Commissioners, believing that the best interests of Josephine County and southern Oregon would be best served by adequate ingress and egress to and from Interstate 5 in the Sunny Valley area, respectfully request that the Oregon State Highway Commission consider the following factors in the construction of a highway interchange in vicinity of Interstate 5 and Grave Creek:

"1 - Heavy loads of logs will come down Grave Creek from the east and most of them will turn south in order to transport the logs to the mills in Grants Pass.

"2 - Business establishments at Sunny Valley furnish a great amount of information to the motorist, traveling in a southerly direction, who are unfamiliar with this county and southern Oregon in general, relative to state and county parks, scenic points of interest, cities and travel accomodations and various adjoining roads.

"3 - The economy of the Sunny Valley is very important to Josephine County and their needs would be best served by a proper interchange at that point.

"4 - The possibility that in some future time a road would be constructed on the south side of Grave Creek to Leland and the lower Rogue River country, which is rapidly becoming a large recreation center.

"Therefore we request that ingress and egress in Sunny Valley be served by an interchange south of Grave Creek and in the vicinity of the present road crossing at the foot of Sexton Mountain.

"Respectfully submitted,

"JOSEPHINE COUNTY COMMISSIONERS

"Bruce E. Davidson (signed) Chairman
Bruce E. Davidson

"Louis D. Ringuette (signed) Commissioner
Louis D. Ringuette

"Donald G. McGregor (signed) Commissioner
Donald G. McGregor"

MR. WOLFE: Thank you, Mr. Ringuette. I assure you that this letter will be given proper consideration. I would like next to read another official communication into the record.

"October 30, 1963

"State of Oregon
State Highway Department
Salem, Oregon

"Attention: Mr. C. W. Head
Assistant Secretary

"Gentlemen:

"Reference is made to the letter sent to the Josephine County Board of Commissioners on October 21, 1963, detailing the proposed plans to reconstruct the Pacific Highway (I-5) from Grave Creek to Jumpoff Joe Creek. This Department has studied these plans and it appears that this project will cause no conflict with the problems of fish and game.

"Very truly yours,

"P. W. Schneider (signed)
"OREGON STATE GAME COMMISSION"

Are there any members of the Legislature present who would wish to make a statement? Are there any other persons in an official capacity wishing to make a statement? If not, at this time those of you who wish to make a statement for the record, if you will come to the microphone, give your name, and make your statement. I assure you we will remain here until everyone wishing to make a statement has had an opportunity.

MR. CARL BROWN: Mr. Wolfe, ladies and gentlemen. I am Carl Brown, P. O. Box 729, Grants Pass, Oregon. I am a pseudo-representative of the Mayor of Grants Pass and the Josephine County Chamber of Commerce. I have here two letters, one of them in the letterhead of the City of Grants Pass over the signature of Robert Martin, our Mayor, as follows:

"December 3, 1963

"Hearing Chairman
Oregon State Highway Commission
Salem, Oregon

"Re: Sunny Valley Interchange
Interstate #5.

"Gentlemen:

"The City of Grants Pass is very proud of our new Interstate Highway #5. We are pleased with the access which has been provided both on the East and on the North of the City.

"We are happy to know that additional improvement is about to be made to the north of the present fully improved section. We believe that the best interests of this market area and the City of Grants Pass can be continued by an adequate interchange at Sunny Valley.

"The Sunny Valley location has been an information and service outpost for many years, and has assisted in directing traffic into this trade area. The present service facilities at this proposed Interchange point are necessary for the public in general and especially to the many permanent residents in this vicinity.

"We will appreciate your serious consideration of a local traffic interchange on the north edge of Mt. Sexton, and South of Grave Creek in the general area of the present road location.

"Thank you for giving this proposed plan your serious and favorable consideration.

"Very truly yours,

"Robert C. Martin (signed)

"Robert C. Martin
"Mayor City of Grants Pass, Oregon"

I will present this letter to you, Mr. Wolfe, for the record.

MR. WOLFE: Thank you, Mr. Brown.

MR. BROWN: This letter in reference to the Grants Pass and Josephine County Chamber of Commerce is one which is a little bit different from that one. It expresses a request so that the people of the area can get a little more information and a little better understanding of the situation as it pertains to the immediate Grants Pass area and to the County as a whole.

"December 3, 1963

"Hearings Chairman
Oregon State Highway Department
Salem, Oregon

"Dear Sir:

"The Grants Pass and Josephine County Chamber of Commerce respectfully request the Oregon State Highway Commission to submit to us for inspection and investigation, alternate proposals for the planned freeway interchange at Sunny Valley.

"There appears to be considerable public dissatisfaction against the current proposals that are being presented at this time.

"We, of the Grants Pass and Josephine County Chamber of Commerce urge you to postpone any definite decision until the alternate plans can be thoroughly analyzed.

"Sincerely,

"GRANTS PASS & JOSEPHINE COUNTY
CHAMBER OF COMMERCE

"John T. McMahan (signed)

"John T. McMahan
"Manager"

I present this letter to you, Mr. Wolfe, in addition to the other one. Just as a little additional remark upon this particular subject from me as a resident of the community for some 20 years and being quite well acquainted with the total picture insofar as the economics, the proposed and present recreational situation existing over this entire area between Leland, Sunny Valley and the lower Grave Creek area. The future picture is such that a settlement at Sunny Valley is of considerable importance to the people of Sunny Valley themselves and furthermore that facilities at Sunny Valley are very important to the people who are traveling on the highway, and it seems only logical that such facilities be available and at all times easily accessible from this freeway. From the experiences and the total economic picture of Josephine County, it would appear that a change to the south side of Grave Creek would be very desirable. Thank you very much.

MR. WOLFE: Thank you, Mr. Brown. Who wishes to be next? (Long pause). I know that by the size of the group here there must be others who wish to make a statement for the record. Whatever statement you wish to make - it is entirely your prerogative as to the statement you make. I might say, if there is any doubt, this hearing will be transcribed in its entirety. It is not edited so any statement you wish to make for the record will be studied by the Commission and the Bureau of Public Roads.

MR. BOB TRADER: This is Bob Trader from Mt. Sexton Trading Post, owner and operator. In the past, I had a petition that was signed and sent into the Commission. Is this the place to present that again, or is that on record already?

MR. WOLFE: That is a part of the record now. As a matter of fact, I have it with me today.

MR. TRADER: On this right of way that we were discussing prior to this meeting, I wasn't too clear on that. We have this property, which is now the Sexton Trading Post. If it would be of value to the highway to use our property to put an interchange or access road there, we would be willing to let it go at pasture value where if the State would support us in moving back and re-establishing the existing business that we have now.

MR. WOLFE: Thank you, Mr. Trader. Who else wishes to make a statement? (Long pause). I will not close the hearing until everyone has had an opportunity to speak who wishes to speak, but by the same token I will not detain you when we have run out of people who wish to speak.

MR. F. C. TRACY: Mr.Nichols, Mr. Wills, Members of the Highway Department, ladies and gentlemen. My name is F. C. Tracy - most of you know me. I could substantiate all of the statements that have been made before about the feasibility of having the community maintained there, but there is one little parcel of highway here which at this morning's discussion there was a question as to the ownership of it. I would like to read this letter from the Highway Department to me into the record. This is from the Roseburg Office of the Highway Department.

"December 12, 1950

"Mr. F. C. Tracy
Sunny Valley, Oregon

"Dear Mr. Tracy:

"Please be advised that the Section of the old Pacific Highway from Station 835+286 to Station 873+945 was abandoned to the property owners by resolution of May 9, 1944. This is the section that you inquired about during your recent visit to this office.

"Yours very truly,

"K. D. Lytle" (signed)

Furthermore, I would like to say at this time in the 19½ years since that resolution was passed the County has done not one hour's work of maintenance on that piece of road.

MR. WOLFE: Pardon me, sir, for my benefit, will you tell me which road you are - will you point it out for me?

MR. TRACY: At that point there, continuing on around here,like this, to approximately over here. Not only that, but at the time of the abandonment there were placed - and they still more or less exist - barricades, permanent barricades at this point here. And as I recall, I don't recall perfectly but I think at this point right here there was a barricade for a year or two. But this barricade here, the posts are still there although some of the timbers have been knocked off and people have moved back and forth to some extent.

MR. L. R. CHANDLER: Mr. Tracy, you have pointed to a portion of the old road approximately in the center of Section 11. I wanted to identify it.

MR. TRACY: That is correct. Also some of the adjoining property owners there along with myself have in past years, I'm not out there any more but when I was living out there, we made complaints to the County authorities as to the fact that the people were going up that road and dumping garbage, old cans, auto bodies and stuff over the side of the road on our property, and so forth, but we didn't get any results in the way of stopping it so one of the neighbors up there barricaded off the road and put "No Trespassing" signs up and during the past few years people have deliberately destroyed his barricade, tore his trespass notices off, and continued to do as they please up there. But as this record shows this is our private property, not the general public's.

MR. WOLFE: Thank you, sir. Would you let our Secretary take the pertinent data off that letter of yours so that we can run down a copy of it?

MR. TRACY: On two separate occasions, I have taken the letter into the County Engineering Office and showed it to the head engineer of the County and had them take copies of it.

MR. WOLFE: Thank you, sir. Who else wishes to make a statement for the record?

MR. FRANK PRICE: I'm Frank Price, a resident of the Sunny Valley area. One of those interchanges on the map goes through part of my property. Otherwise I have no interest particularly in the alignment of the highway - it looks like it would be a great improvement over the main stretch of the area. I think, however, that before a decision is made the suggestion by the Grants Pass and Josephine County Chamber of Commerce should be carried out. I think it is only fair that the people who are asking for the interchange on the north side or the south side of Grave Creek should see the area that's covered by the interchange on either side. The interchange as marked out here is going to be very damaging to several properties on the north side where the Old Stage Road crosses. I am not sure whether the damage would be greater than it would be if a cloverleaf were put in there. I think it would be only fair to the people to see just where that would go. I believe the survey has been made. I talked to the surveyors when they were surveying the one that shows on the map there and they told me they were making a survey of both locations, then one would be selected which seemed to be the most feasible. I take it by this map that the one north of the Creek has been considered most feasible by the Highway Department. However, I believe that sometimes the decisions of the Highway Department consider only the feasibility from the standpoint of the cost and the proper alignment of the road. I think too little emphasis is placed on the damage to individual properties. It seems to me that to benefit the State in general through the great damage of private individuals is all wrong. So I would recommend that the map be drawn and presented so the people can see to what extent an interchange on the other side would affect them before a decision is made.

MR. WOLFE: Thank you, Mr. Price.

MR. LOY YOKUM: My name is Loy Yokum, from Williams. I don't have much to say about this only for the interest I have yet in Mt. Sexton Trading Post and also in the property directly across the road. This eight acres that Mr. Tracy has spoken to you about a minute ago - right in here - I'm the one that had this trouble with a neighbor down there in using that road. I had my attorney write to the Highway Department in Salem. He was informed then that the property had reverted back to the property owners. Now, I had a perfect right to block that road off because they were dropping garbage, dumping it there on me and all along. I didn't want that to continue because it was a disgrace to the community and I also asked the County Courthouse here about what they thought, if it would be a good thing to just block that off. They said, yes, it didn't look good to have people using it for a garbage dump. So I blocked it off. The neighbor sometime afterwards had gone through there and torn my gate down and used the road again, after I had it blocked for about a year. So I went over and I nailed her up again, and he came out at that time and he just threatened me and everything else, but it didn't do any good. I just nailed her up and it was that way until I don't

know when it has been opened up. I drove down there after this meeting here this morning and the road has been opened. On my trips past, I noticed that my fence is there or blockade, what I had across the road has been torn down and he has trespassed. I think it is the same neighbor that's doing it - now, I'm not saying who it isn't or who it is. Now, Mr. Trader should know something about that because I informed Mr. Trader at the time he took over the business at Sunny Valley that I didn't want that road being used. It would just stay there - the fence across it as long as I had an interest in it. After that I didn't care what happened to the road. So that was the way it was supposed to be, but I see that it has been opened up and I don't know just when it was opened up, but I found out myself that it is opened and being used. Otherwise at Sunny Valley I am very interested in my property below on Lower Grave Creek. I would like to see an easy access on and off the freeway. The community is going to build up and it would be very convenient to the people traveling the highway if there were a rest area there, eating place, gas - it's very convenient for them. I think the underpass about where you have it there, or somewhere near there, would be sufficient enough but how it is going to affect the Trading Post the way the highway is there now or not, I don't know. I did hear, and I think the County Commissioners know that I heard, that they were going to put the road down on the south side of Grave Creek to Leland which would be, I think, a very good idea. The dredge went through here years ago and dredged that, and it's a real good place for a road to put it right on the tailings. All the way down through they don't have the trouble which road to use or which side it's on. They promised that they would stay down on the south side of Grave Creek. The underpass should be on the south side of Grave Creek. I think the one on the other side,as far as I'm concerned, could be cut out. Others may look at it differently, but I'm for keeping the business at Sunny Valley, and the people really need a little business - the post office,it's handy for the people. How it will affect that, I don't know. But I am for keeping it there if possible. As stated this morning, the covered bridge wouldn't stand the logging trucks traveling in. I'm in favor of keeping the covered bridge there, it's an old landmark, it's a souvenir, it's something we would like to keep there. Now, I've been here all my life and I'd like to see it. If there could be another bridge right beside it for the logging trucks to come across, I would be in favor of that. I'm in favor of keeping the covered bridge, myself. That's the reason I would like to see easy access off and on the highway there. I hate to see it affect the business any. But I do not like the idea the way the public is using the road over there.

MR. WOLFE: I think that is not a part of this hearing and that should be taken up separately, Mr. Yokum. Thank you, sir. Are there any others who wish to make a statement for the record?

MR. VANCE BARICH: My name is Vance Barich and I represent the Weather Bureau and all the men that have to snowshoe in there in the wintertime. This road, the way it is proposed now, I say would increase our snowshoeing about one mile. When we go up in the winter we are snowed in now to the base of it - it is a 2½ mile snowshoe deal. We can park our cars the way the highway is now, where the sand piles are, and snowshoe up and leave the cars there for a week or so. With the proposed interchange the way it is now, we wouldn't be allowed to park our cars, but we would have to park our cars as far up on the frontage road as the snow line would be and snowshoe in from there. Now, there's a barren hillside on the south side that is very feasible for a four-wheel drive road and I think the cost wouldn't be too great, for this road that we did put in just cost $1,500 to be roughed out. But there are five or six communication centers up on top now and every technician that has to go up in the wintertime to get those back in order as soon as possible, he's going to

have to snowshoe that extra time. Some of these fellows are getting along in years like I am and we want to be modern - get up there as soon as we can. The only way to do that is to have a road built for a four-wheel drive right straight down on the south side on the barren side. I believe, speaking for myself, I could still make it but in future years a lot of these technicians are going to have a rough time. Thank you.

MR. WOLFE: Before you leave, do you have this on record in writing with the Division Office? There is previous correspondence on this in Salem.

MR. CHANDLER: I think his remarks rather explain it.

MR. WOLFE: Thank you, Mr. Barich.

MR. A. P. JENSEN: My name is A. P. Jensen. I've been living out there in Sunny Valley for about 16½ years. There is one thing I think that hasn't been brought up in this hearing - that Mt. Sexton Trading Post out there is practically an emergency stop for anything coming off Sexton Mountain. In case of an accident, there's phone service and it is going to stymie that thing considerably having the setup of no interchange in that place. During the 16 years of winter that I've been out there, there has been many and many a wreck come in there. For people for shelter, they will call out and get emergency treatment. I concur with the Mayor of Grants Pass and the Chamber of Commerce that the interchange, I think, should be back this way - on this side of Grave Creek. It has been my contention for years that eventually there is going to be a road down Grave Creek in that wilderness area down there. In order to have something like that and to get a tremendous amount of tourist traffic down there, there is going to be a need out there for a business - a restaurant, a service of different kinds which if they don't have the interchange to where they can get at it, it is going to create a lot of trouble. I think that anything of that kind for the economy of the community, the country as a whole should take more into consideration. After all, it's a long haul from now on for business and the residents of the community. Like the one man said there about the logging coming out of there from the east out of Grave Creek, if that interchange is this side it seems to me like it would be a lot better setup than to have to go clear around and get back on the highway from the other way. That's all I have to say.

MR. WOLFE: Thank you, Mr. Jensen. We have Engineers here, we have right-of-way personnel present - we will be glad to stay after this hearing to discuss with you what problems we can in a general way. I will make my last request for additional statements for the record. If not, I thank you all for being present. Once again I assure you that the testimony taken today will be given very careful consideration. Thank you all, and I will close this hearing at this time. (Hearing closed at 2:50 p.m.).

RECEIVED
JAN 21 1964
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RECEIVED
JAN 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore.
Phone GR 9-2360

January 18.1964

State Highway Department
State Highway Engineers & Staff,
Salem 10, Oregon 97310

ATTENTION: Mr. R.L. Porter,
Deputy State Highway Engineer.
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Gentlemen:

I thank you for, and am replying to, your informative letter to me of January 16. 1964, in regard to a re-affirmation of the recommendation submitted to you by the Josephine County Commissioners, or the County Court, on December 3.1963, concerning the site for the alternate in Sunny Valley. At that time our commissioners, or County Court, requested that the alternate be placed SOUTH of Graves Creek.

Since that date the local Commission, or County Court, has not changed its request, or recommendation, for the construction of an interchange as indicated by their unanimous, written, affirmed opinion expressed to you on the 3rd. of last December.

Although the Josephine County Commission, or County Court, has not rescinded its decision of December 3rd. 1963, it did later extend the courtesy to the State of Oregon that it make the final decision as to where to construct the interchange.

NOTED
R. L PORTER

A number of influential Josephine County citizens are wondering why your office does not mention the fact that the Local Commissioners, or County Court, went on record twice as stated above.

The State Highway Commissioners, State Highway Engineers, NOW without reservation, may proceed to construct the Sunny Valley interchange SOUTH of Graves Creek in final, definite accord with the Josephine County Commissioners' formal request as submitted to your office on December 3. 1963.

The alternate that our Commissioners still prefer is the one SOUTH of Graves Creek. THEY HAVE NOT DEVIATED FROM THAT POSITION. Their reasons for taking their position, reasons which include maintaining the present tax structure, have been enumerated to you in our former correspondence.

Thanking you for your continued attention and courtesies and with a hope that we shall soon get on with the job, I am,

cc;
Glenn L. Jackson, Chairman,
State of Oregon Hwy. Commissioners.

Josephine County Chamber of Commerce.

Very truly yours,

Hugh Long

Hugh Long,
927 S.E. 7th. Street, Grants Pass,
Oregon 97526.

RECEIVED
JAN 16 1964
FOR FILING

6643

January 16, 1964

Mr. Hugh Long
927 S. E. 7th Street
Grants Pass, Oregon 97526

Dear Mr. Long:

This will acknowledge receipt of your January 8 letter addressed to the attention of Mr. Forrest Cooper and Mr. Leonard I. Lindas, which has to do with the location of the proposed interchange in or near Sunny Valley on Interstate Route 5 in Josephine County. As both Mr. Cooper and Mr. Lindas are out of the office for several days, I am attempting to answer your inquiries.

Enclosed are examples of a possible interchange at Leland Road and one near the Sunny Valley store. These drawings are in plan only, although the grade lines of each are very similar. In fact, as far as the Highway Department is concerned, either location is satisfactory and geometrically would provide identical service.

You raised the question as to why we did not indicate at the public hearing an interchange on the south side of Graves Creek. It is Department practice at public hearings to indicate our recommendation and not to confuse the issue by submitting two or more possibilities. If testimony at the hearings, and otherwise, indicates that some other location or design should be investigated, this is normally done. It has been done in this case with the result that, as I stated above, there are two distinct possibilities, either of which should provide a satisfactory facility.

Since, and before, the public hearing, we have been the recipient of many letters and petitions which indicate that local opinion appears to be about equally divided. Because of this, we have asked the Josephine County Court for an indication which alternate it might prefer but, to date, we have not received anything very definite.

A word of explanation might be in order as to the tax money that is used to construct highway facilities of this kind. No portion of any local ad valorem tax or either your state or federal income tax is used for state highway construction. The motorist foots the entire bill, in part by the 6-cent state gasoline tax and the 4-cent federal gasoline tax. Also, the commercial truckers, through Oregon's weight-mile tax, and both truckers and private automobile owners, through license fees, contribute a substantial amount. Actually, anyone who drives an automobile pays his share of the cost of highway improvements. This applies not only to the Interstate system, but also to all of the state highway system and to an extent, to county roads and city street systems. The county roads and city streets also receive allotments from various local types of taxation.

We appreciate receiving your thoughts on this matter and your correspondence will be filed with the other testimony and opinions for final consideration by the Highway Commission.

If at any time you need additional data, anything available will be promptly furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
enc.

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. Victor D. Wolfe
BPR

HUGH LONG "THE LOCATOR"
REAL ESTATE
927 S.E. 7th St. - Grants Pass, Ore.
Phone GR 9-2300

RECEIVED
JAN 10 1964
LEGAL & RIGHT OF WAY

January 8.1964

State of Oregon
State Highway Department
Salem 10, Oregon 97310

ATTENTION: Mr. Forrest Cooper
State Highway Engineer
and
Mr. Leonard I. Lindas
Chief Counsel.

Gentlemen:

In your letter to me of October 18.1963, signed by your Deputy, Mr. Porter, concerning the proposed location of an interchange on Interstate Highway No. 5 through Sunny Valley, here in Josephine County, you stated:

1. The field surveys in that area had been completed, and
2. The detailed designs were just getting under way.

Is there anything definite now available that is meaningful, or are the preliminary designs still only in the diagramatic - sketchy- or plotting stage ?

The map you showed at the hearing here in Grants Pass on December 3rd, 1963, was a map showing a proposed interchange on the NORTH side of Graves Creek.

Why did you not submit a map showing an interchange on the SOUTH side of Graves Creek, also ?

Since the residents of Sunny Valley are divided into two opposing groups as to where the interchange should be constructed, would it ~~[illegible]~~ have been a bit fairer to both if you had submitted a map showing the possibilities of an interchange on the SOUTH side of Grave Creek, also ? (Only a small minority thinks the Interchange should be constructed on the NORTH side of Grave Creek)

In going over the site today, I stepped it off, so to speak, from one side of the Valley to the other.

In coming down the slope FROM THE SOUTH , I noted that it practically levels off for about 2 blocks- roughly 800 feet- before it reaches Graves Creek.

However, the slope coming down FROM THE NORTH continues down grade practically until it reaches the BRIDGE. It is all down grade, and the upper part of it quite steep.

Also, I noted that the traffic from the SOUTH, just above the Mt. Sexton Trading Post, makes a right turn that gives the operator of a car a complete view of the road ahead for over a mile, a veritable panarama of the road and the land bordering it. The road dips down into the valley after a left curve, levels off, crosses Graves Creek, then begins the climb into the immediate mountain to the NORTH, where it quickly disappears from sight around another curve to the right.

(Continued to page two)

(PAGE TWO)

Coming from the NORTH into Sunny Valley, I skirted a MOUNTAINSIDE, traveling in a North Easterly direction on a comparatively steep down grade. I did not get a view of the valley until I rounded a curve, less than a half mile (1/2) from the proposed site for the interchange NORTH of Graves Creek. The steep down grade continued until I reached Graves Creek where the grade levels off.

There is a choice of one between these two sites for the interchange; one on the NORTH side, or the one on the SOUTH SIDE of Grave Creek.

SHOULD THE INTERCHANGE BE CONSTRUCTED ON A RISING STRIP OF HIGHWAY THAT IS ~~PRACTICALLY~~ GRADUALLY CLIMBING TO THE NORTH INTO A MOUNTAIN, NOT HALF A MILE (1/2) AWAY, AND HEADING INTO A BLIND CURVE ?

OR, SHOULD THE INTERCHANGE BE CONSTRUCTED ON A STRIP OF HIGHWAY THAT IS PRACTICALLY LEVEL AND IS IN PLAIN VIEW OF TRAFFIC FROM THE NORTH FOR NEARLY A MILE, AND FROM THE SOUTH FOR MORE THAN A MILE ?

The topography of this specific area does stand as a factor in determining the correct location for the proposed interchange, and it CASTS its weight in FAVOR of the site on the SOUTH side of Grave Creek.

AND FURTHER, the majority of citizens of Sunny Valley have requested, and established business demands, that the interchange be located SOUTH of the Graves Creek Bridge.

Judging by the nature and volume of business done at the Mt. Sexton Trading Post, if the traveling motoring public had a voice in the matter, it would vote overwhelmingly for a easy access to and from the Highway through an interchange located SOUTH of the Graves Creek Bridge.

I would appreciate an answer to this letter. WE FELLOWS who are putting up our share of the money (Look at our tax records and income taxes) that goes into this development, and stand to take losses too, would like to know just what our situation is and what we may expect and when.

With all due respects to you and for your office that you fill, I might add that I am not the only one in JOSEPHINE COUNTY who thinks this matter has hung fire too long. WE WANT A DECISION. Those who stepped this site off, much as I did today, also have reached the conslusion that the logical site for the interchange is SOUTH of Graves Creek. They too, base their opinion on the attendent danger due to the steep down grade from the NORTH. They feel that that grade should lengthen into the strip SOUTH of Grave Creek. Also, they feel that a comparatively level strip, and the better view of the Highway in both directions, determines that SOUTH of Graves Creek is the appropriate site for the interchange.

THANK YOU.

Very truly yours,

Hugh Long

Hugh Long,
927 S.E. 7th. Street
Grants Pass, Oregon 97526

cc:
Glenn L. Jackson,
Chairman, State Highway Commissioners.

JOSEPHINE COUNTY COMMISSIONERS

JOSEPHINE COUNTY CHAMBER OF COMMERCE.

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

January 9, 1964

State Highway Commission
Salem
Oregon

Gentlemen:

Since your formal hearing regarding local opinion as to the location of the interchange at Sunny Valley on Interstate 5, there has developed a wide divergence of local opinion as to whether the interchange should be located North or South of Grave Creek.

Therefore, the Josephine County Board of Count Commissioners feels that regardless of whether the interchange is located North or South of Grave Creek, it will be necessary to construct a frontage road and a bridge across Grave Creek for the following reasons:

1. To reduce the additional mileage expense to local residents adjacent to the proposed freeway.

2. To maintain local land values on both sides of Grave Creek with corresponding maintenance of county tax base.

3. To relieve Josephine County of the expense of constructing a frontage road and bridge which will be necessitated by the freeway construction and which should be a cost thereof.

We, the Board of County Commissioners, feel that you gentlemen are in a position to give an impartial view of the best location of the interchange based upon engineering studies, testimony of residents, correspondence of residents and the future development of the valley. We, therefore, will concur with your determination of the best location of the proposed interchange and will give our endorsement of your decision.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS
By

Donald G. McGregor
Commissioner

Louis D. Ringuette
Commissioner

B E Davidson
Commissioner

RLT:ef

RECEIVED
JAN 9 1964

FORM E-30 SOM 5-62 43006

FOR FILING

6643

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1964

SUBJECT:

To: Memo to File

On this date, Mr. Donald McGregor, County Commissioner, and Mr. Richard L. Templin, County Engineer, Josephine County, called at the office to discuss the Sunny Valley interchange on Interstate Route 5 in Josephine County. They stated that the County Commission was divided as to the location of the interchange and asked what procedure they should take next to resolve the matter. They further stated that if a frontage road could be constructed at State and Federal expense, they would prefer the southerly interchange; if not, they would prefer the Leland Road interchange.

I suggested that they place this matter in writing, send it to us, and we would then determine from the Bureau of Public Roads whether or not a frontage road could be constructed with participating funds. Mr. McGregor stated he thought the County Court would sign a throughway agreement on this basis.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. F. D. Morgan
Mr. H. S. Cox

RECEIVED
JAN 3 1964
FOR FILING
6643

Cross Referenced to:
Adm
Petitions
Josephine

January 2, 1964

Mrs. Mel Rieger
Sunny Valley
Oregon

Dear Mrs. Rieger:

In this morning's mail, we received your letter of December 29 and a copy of a petition which you had delivered to the Josephine County Board of Commissioners concerning proposed construction of an interchange north of Grave Creek at Leland Road.

This petition will be considered with other material which has been submitted concerning this matter and for that reason, I am forwarding your letter and the petition to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Mr. Forrest Cooper

26 December 1963

Board of County Commissioners
Josephine County Courthouse
Grants Pass, Oregon

Dear Sirs:

We, the undersigned, are residents and property owners on Leland Road and the surrounding area and are directly and/or personally affected by the new construction of Interstate Freeway 5 and proposed interchange construction north of Grave Creek at Leland Road.

A number of local residents who recently signed a petition concerning a change in the construction did not clearly understand the proposal. After careful study of the hearing map, the undersigned do endorse the interchange construction at Leland Road as originally proposed by the State Highway Department.

Although local business establishments may be affected, the overall economy of the local community and majority of people are more directly affected by any change in the original proposal because:

1. Residents and property owners residing on Leland Road, Leland, lower Grave Creek and lower Wolf Creek use Leland Road for freeway access, constituting a greater majority of the population of Sunny Valley than otherwise indicated. Leland Road is also a secondary route to the town of Wolf Creek.

2. Those locally engaged in farm businesses such as beef cattle, dairy, pony farm and hay and logging operations would be directly affected economy-wise.

3. Population increase and expansion (newcomers and new construction) is inevitable in the lower Grave Creek Road (Leland) vicinity because of a countless number of available building sites; and, because Leland Road is the existing route to the lower Rogue River recreational country.

4. Depreciation of property values because of inconvenient access would affect the economy of the entire Sunny Valley community.

5. Additional mileage would affect majority of residents who work and/or shop in Grants Pass. Costs of delivery, medical (including veterinarian), and service calls from Grants Pass to valley residents is figured on a mileage basis.

   The majority of the population would be directly involved in a need for a safe and rapid evacuation route in case of fire or other emergency.

6. Convenience and safety of access to and from freeway is involved. Present access route through the covered bridge (which is restricted to one-way travel) would be unsafe to the heavy flow of additional traffic necessitated by the new construction.

Proponents in favor of the interchange at a point south of Grave Creek advocate that the proposed construction be changed because of log haulers coming down Grave Creek from the east and turning south to mills in the Grants Pass area. It has been noted that many haulers instead turn north (from Upper Grave Creek Road) to Schoolhouse Road and use the westerly route to freeway 99 to facilitate maneuverability of loaded vehicles and to improve dangerous highway access visibility.

As another argument in favor of changing site of the interchange, proponents state that the location is a convenience for visitors seeking information. Assuredly the welfare of the local community is of prime importance and those visitors seeking information would still have access to business establishments.

It was also stated that there was a "possibility that at some future time" a road (south of Grave Creek)would be built to the lower Rogue River recreational country. Access through that route, which is presently a dead-end road, would have to be acquired from private landowners; whereas, the present Leland route is the existing route south to the lower Rogue River recreational country and north to the Wolf Creek area.

Your thorough study and apt consideration of the above information would be sincerely appreciated.

NOTE: - This petition and affixed signatures are an addendum to the petition dated 7 December 1963 and directed to the State Highway Commission (Floyd Query, Secretary), Salem, Oregon and are to be considered with the thirty-four signatures which appeared on the above-named petition.

NAME	ADDRESS
Gussie A Kenyon	Sunney Valley Ore
May E. Kenyon	Sunny Valley Ore.
Jackie Stansbury	Sunny Valley, Ore.
Phyllis Hacker	Sunny Valley
Floyd Hacker	Sunny Valley, Ore
Robert Stansbury	(are contemplating moving to Sunny Valley)
Mrs. Ed Elmer	1354 N.E. Evans St. Grants Pass, Ore.
Hallie J Page	3255 Redwood Hwy - Grants Pass, Horsehour - Junction -
K. O. Reedy	Box 763 Wolf creek Logger
Phyllis Russell	Homemaker & teacher Sunny Valley

RECEIVED
DEC 27 1963
FOR FILING

Cross Referenced to:
Idea
Initiator
Location

6643

NOTED
R. L. PORTER

32-10

Mr. Hugh Long
927 S.E. 7th Street
Grants Pass, Oregon

Dear Mr. Long:

This is in reply to your letters of December 4 with enclosures and your letter of December 12.

The planning and construction of highways financed with Federal aid, including routes of the Interstate System, are primarily the responsibility of the individual State highway departments but are subject to approval by the Bureau of Public Roads. As the planning for Interstate Route 5 through Sunny Valley in Josephine County is primarily the responsibility of the State, you have adopted the appropriate procedure in also directing your suggestions and recommendations relative to the design of this Interstate highway to the Oregon State Highway Department.

The Bureau of Public Roads has field offices in each State working very closely with the State highway departments in their Federal-aid highway planning and construction. We are forwarding copies of your letters and enclosures to our field office in Oregon so that your recommendations and requests relative to the location and design of Interstate Route 5 may be considered in reviewing proposals submitted by the State. We appreciate your interest and concern, and you may be assured of our cooperation with the State in any design determinations established as being in the overall public interest.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

NOTED
FORREST COOPER

RECEIVED
DEC 2 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 16, 1963

NOTED
H. S. COX

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention: Mr. Theodore Dec

Dear Sir:

Under dates of October 21 and November 5, respectively, the Josephine County Board of Commissioners was notifed by letter of the Oregon State Highway Commission's plans to reconstruct the Pacific Highway (Interstate 5) from Coyote Creek to Grave Creek and from Grave Creek to Jumpoff Joe Creek in Josephine County. A letter dated November 8 was received from the Josephine County Board of Commissioners advising they had received requests for a hearing. On November 15 the Board was notified that the Highway Commission would hold a public hearing in the Josephine County Courthouse on December 3. Public notices were published in the Grants Pass "Courier" and Bulletin" on November 21 and November 28, 1963. The hearing was held on December 3 and a transcript of the hearing and copies of all correspondence on the matter are attached.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of this section of highway and that the State Highway Department has considered the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

RECEIVED
DEC 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
Att.
cc: R. L. Porter F. D. Morgan
Lloyd Shaw L. H. Young
Victor Wolfe J. E. Morelock

RECEIVED
DEC 10 1963
FOR FILING
6643

Salem, Oregon
December 9, 1963

Coyote Creek-Jump Off Joe
Creek Hearing

Mr. Lloyd P. Shaw
Assistant State Highway
Engineer
O F F I C E

As the transcript of subject hearing will indicate, there was an extreme amount of agitation for reconsideration of the location for the Grave Creek Interchange. This agitation was voiced by the County Court in a letter to the Highway Commission which was read into the hearing, the City of Grants Pass, Josephine County Chamber of Commerce, and numerous people residing in the area. I promised that we would take another look to see if it were feasible to locate this interchange southerly of Grave Creek, at the same time explaining that this work was being done with public funds and had to be in the best public interest. However, may I recommend that we do take another look and that our findings be discussed with the County Court.

Upon questioning, I advised those present at the hearing that we would not have another hearing to discuss this subject. Secondly, may I suggest that some one should determine definitely the ownership of the old highway through the southerly 3/4 of section 11. Mr. Yockum read into the record a letter over the signature of K. D. Lytle, said letter indicating that the road has been abandoned to the abutting property.

The only objection by the many people present was the location of the Grave Creek Interchange. I think the people will abide by our decision graciously if we explain to them that we have fully investigated subject problem.

Victor D. Wolfe
Administrative Assistant

VDW:hlb
Attach. (map)

26
27
Coyote Creek
To Roseburg
22
N

34

35

T 33 S., R. 6 W., W.M.

T 34 S., R. 6 W., W.M.

3

2

Grave Cr. Rd.

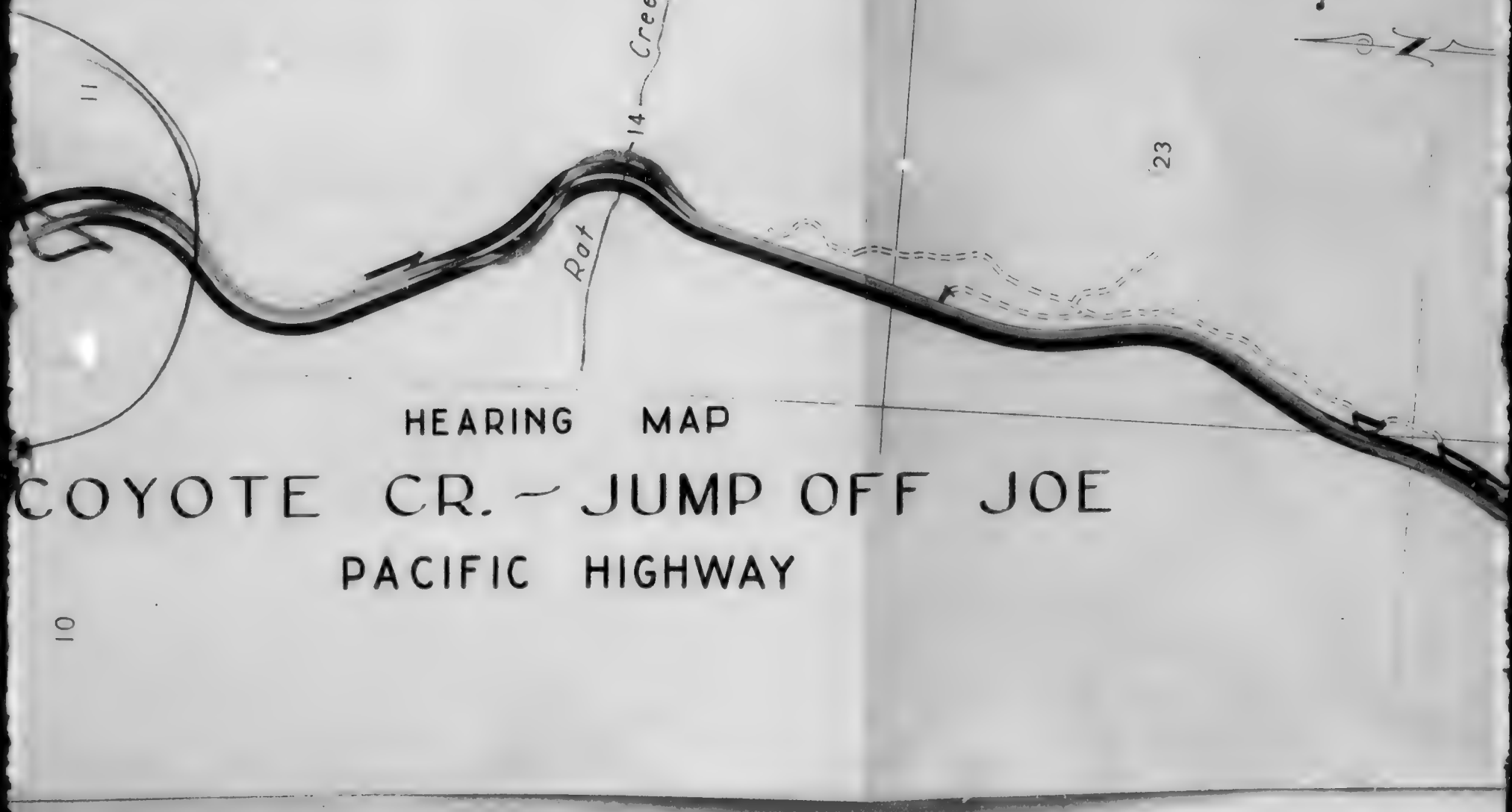
Leland Rd

Grave Creek

10

11

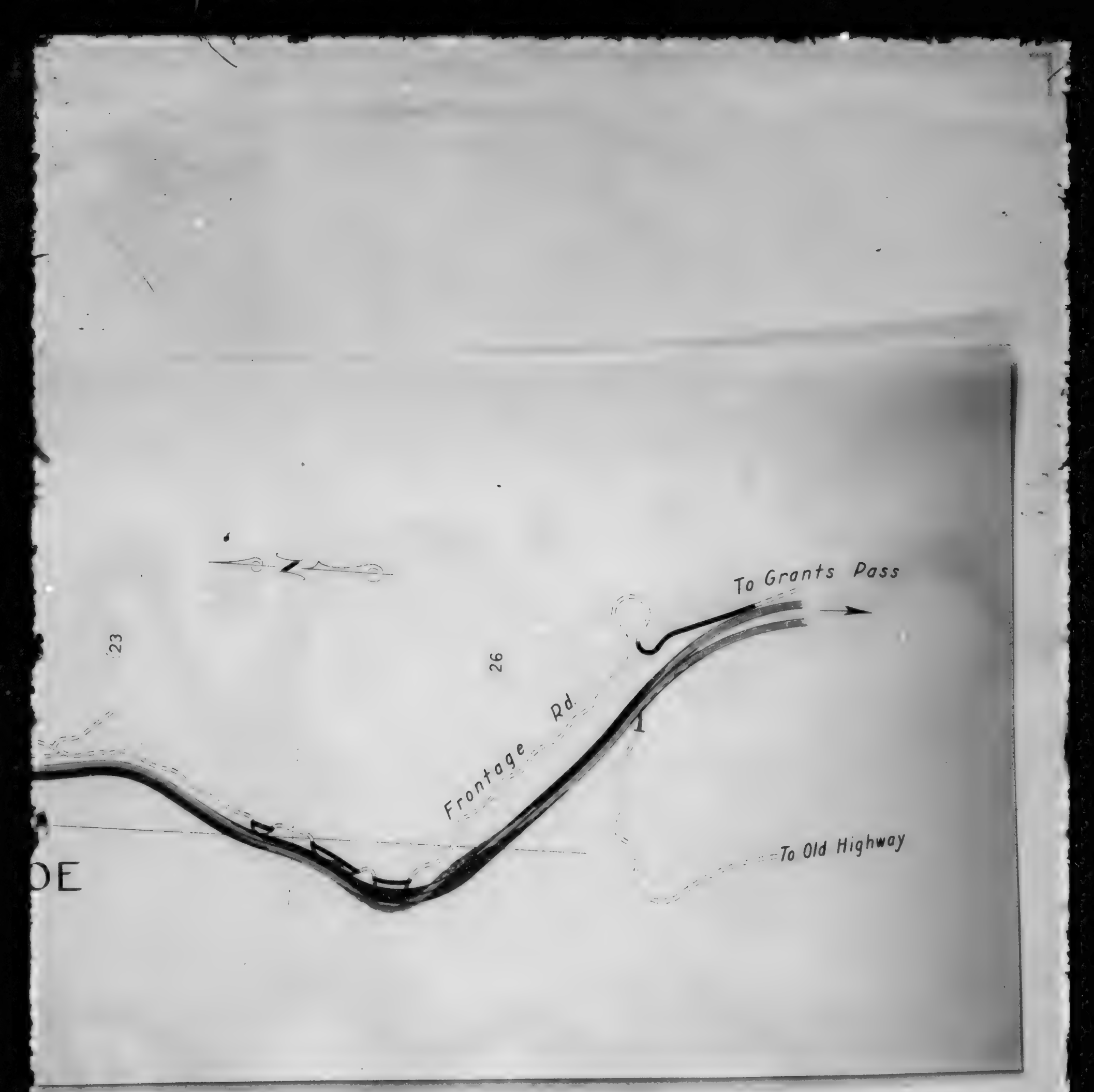
COYO



HEARING MAP

COYOTE CR. – JUMP OFF JOE

PACIFIC HIGHWAY


To Grants Pass
23
26
Rd.
Frontage
To Old Highway
OE

JOHNSON, TELFER & SLOAN
ATTORNEYS AT LAW
220 SOUTHEAST H STREET
GRANTS PASS, OREGON 97526

WILLIAM F. JOHNSON
CHARLES A. TELFER
WILLIAM M. SLOAN

TELEPHONE 476-7743

October 11, 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We prepared some petitions which have been signed by residents of Josephine County, most of whom reside in the Sunny Valley area. They are concerned with the proposed location of the access interchange to Interstate Highway 5 at Sunny Valley and desire that The Commission hold a public hearing in Josephine County in the near future so that they can attend the same and air their grievances.

They would also like to suggest at least one other alternative in place of the proposed interchange as they understand it to be presently planned.

Would you please advise us whether a public hearing could be held and the time and place.

Very truly yours,

JOHNSON, TELFER & SLOAN

Charles A. Telfer

CAT/mb

cc: Mr. Robert R. Trader
Mt. Sexton Trading Post
Sunny Valley, Oregon

NOTED
R. L. PORTER

RECEIVED
OCT 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TO: The Oregon State Highway Commission.

We, the undersigned persons, being residents or property owners or business owners in Josephine County, Oregon, and particularly in the Mt. Sarton - Leland - Grave Creek - Placer and King Mountain areas, hereby petition the Oregon State Highway Commission to consider the interests and welfare of these areas and this County in the proposed location of Interstate Highway No. 5 through Sunny Valley, Oregon, and particularly ask that the Highway Commission give consideration to the location of approaches for access to and from said highway as it traverses through Sunny Valley.

We petition that there be a North access located at or near the Leland Turnoff, and that there also be a South access point located at or near the point where the intersection of the Old Stage Road now intersects U. S. Highway No. 99. We also petition that suitable connecting roadways to serve said area be constructed so as to encourage economic growth and protect property values in the Sunny Valley area, and to prevent the economic isolation of Sunny Valley from said highway.

We further petition for a public hearing to be held in Josephine County, Oregon on the proposed location of Interstate Highway No. 5 through Sunny Valley, Oregon, at which we may appear and orally voice our protests to the proposed plans to isolate Sunny Valley from suitable access to and from said highway.

NAME	ADDRESS
Jake Yoder	Sunny Valley ore.
Chas. F. Smith	Sunny Valley, Oregon
Alice B Smith	Sunny Valley. Oregon
Aleda Hope	Sunny Valley, Oregon
Flora F. Byers	Sunny Valley Oregon
Marlin R. Byers	Sunny Valley oregon
Jack L. Lisson	Sunny Valley, Oregon.
Martha A. Lisson	Sunny Valley, Oregon.
Alfred P Jensen	Sunny Valley Oregon
Thelma A. Edgerton	Sunny Valley Oregon
Chas. M Hope	Sunny Valley Oregon
Ann Loff	Sunny Valley Ore
Ida Edgerton	Sunny Valley. Ore.
Howard N Mangold	Sunny Valley, Ore.
Howard K. McAlmond	Sunny Valley, Ore
Orpha Grays	Sunny valley ore.
Phyllis Russell	Sunny Valley, Oregon
Gary Stanton	Sunny Valley Oregon
John Kaeder	Sunny Valley Ore.
Lila Gafford	Sunny Valley, Ore.
Lloyd Goff	Sunny Valley Oregon.
Blanche Woodfolk	Sunny Valley Ore.
Mary D. Gray	Sunny Valley
Helen F. McAlmond	Sunny Valley, Ore.
Ray Robbins	Sunny Valley Ore.

S-41(5) Reese Crk. Summit-McNeil Crk. 1965
Sec. of FAS 287 (Paving)
#6644

CIA 2840

FAS 287
Jackson Co

FORM S-126

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
P. B. Arensmeier

Jackson County Court
Courthouse
Medford, Oregon

NOTED
RICHARD UNREIN

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:
Reese Creek Summit-McNeil Creek Section, FAS 287.

In accordance with an agreement dated July 29, 1963 the amount of $ 3,736.57 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

Contract 6644
8-41(5)

VRJ:mm
Encl.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED

NOTED
DON HARWELL

RECEIVED
NOV 2 - 1965
FOR FILING

S-41(5)

1644

November 2, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6644 awarded to Rogue River Paving Company, Inc., for paving the Reese Creek Summit-McNeil Creek Section of FAS 287 in Jackson County was completed on August 27, 1965, and accepted by the Highway Commission on October 29, 1965.

Final payment in the amount of $5,008.60 will be released to the contractor after November 9, 1965. The total contract amount is $97,794.51 including $1,169.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogue River Paving Co., Inc.
P.O. Box 942
Medford, Oregon 97501

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1965
FOR FILING
S-41 (5)
6644

October 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 27, 1965, on Contract No. 6644. The contract was with Rogue River Paving Company, Inc. and was for paving on the Reese Creek Summit-Bellil Creek Section of FAS 287 in Jackson County.

As the contractor has completed all work according to specifications, I recommend you accept the project this date.

This will be presented to you for confirmation at the Commission meeting on November 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

September 23, 1965

NOTED
DON HARWELL

Mr. Bill Brown
P. O. Box 646
Ashland, Oregon

Dear Mr. Brown:

This is to inform you that the County Court of Jackson County hereby officially accepts the Federal Aid Paving Project on the Butte Falls Road (FAS 287) from the Reese Creek Summit to McNeil Creek.

JACKSON COUNTY COURT:

County Judge

County Commissioner

County Commissioner

RJC:aw

RECEIVED
SEP 30 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R JONES

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Reese Creek Summit - McNeil Creek		WEEK ENDING: September 10, 1965
HIGHWAY: FAS 287		SECTION PREFIX: 515-1027
NAME OF JOB: Reese Creek Summit - McNeil Creek	KIND OF WORK: Paving	COUNTY: Jackson
CONTRACTOR: Rogue River Paving Co., Inc.	CONTRACT NUMBER: 6644	FEDERAL AID PROJECT NUMBER: S-41(5)
DATE OF CONTRACT: July 12, 1965	DATE WORK STARTED: July 16, 1965	ESTIMATED COMPLETION DATE: September 1, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 37	CALENDAR DAYS USED 37
	SPECIFIED COMPLETION DATE: September 1, 1965	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $115,641.00	ENGINEERING AUTHORIZATION: $8,223.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $107,417.64	ENGINEERING COST TO DATE: $5,291.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,173.75		DATE PROJECT WAS COMPLETED: September 1, 1965
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8.6 %	PERCENT OF AUTHORIZATION: 64 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100	100		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								3.10
MILES PARTIALLY COMPLETED								3.10
MILES COMPLETED								3.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)								12,300
TOTAL QUANTITIES CORRECTED TO DATE								12,300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								11,528
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
SEP 13 1965
CONSTRUCTION
FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Semi-Final estimate will be submitted September 13, 1965

This will be the final Weekly "eport.

SIGNED H H Robertson LOCATION Ashland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 13 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9-41 FILING

PROJECT REPORT NO. S-41(5)
4

Form PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-10-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: S-41(5)

6644

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 5.1 Mi. W. of Butte Falls W. 2.8 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	3.102
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 113,071.00	$ 70,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kleber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: L R Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-41(5)

REESE CREEK SUMMIT-McNEIL CREEK SECTION

OF THE F.A.S 267 IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1965

Type Code 6201
Paving (Sta. 0+00 to Sta. 163+80)

Class "B" Asphalt Concrete Mixture	12,300 ton	6.15	$ 75,645.00
Asphalt Cement in Mixture	680 ton	37.90	25,772.00
Extra for A. C. Concrete Approaches	35 only	25.00	875.00
			$102,292.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$102,792.00
	10% Engr. & Cont.		10,279.00
	Total		$113,071.00

Length of Roadway - - - - - - - - - - - - - 3.102 miles
Cost of Roadway per mile - - - - - - - - $36,451.00

Federal Funds	$ 70,000.00
State Funds	21,535.50
County Funds	21,535.50
Total - - - - - - - - - - - - -

FAS-C

NOTED
H. S. COX

August 3, 1965

Jackson County Court
Courthouse
Medford, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $23,100, for the Reese Creek Summit-McNeil Creek Section of FAS 287. Contract No. 6644 has been awarded to the Rogue River Paving Company of Medford.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

V. R. J.

Verne R. Jones
Planning Engineer
by

VRJ:eb
Encl.

NOTED
V R JONES

RECEIVED
AUG 13 1965
FOR FILING
S-41(5)
6644

July 12, 1965

Rogue River Paving Company, Inc.
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for paving the Reese Creek Summit-McNeil Creek Section of FAS 287 in Jackson County for the sum of $102, 292 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6644.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUN 24 1965
FOR FILING
S-4115)
6644

Salem, Oregon
June 21, 1965

Mr. H. S. Cox
County & City Engineer
B u i l d i n g

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Construction-Finance Agreement
Reese Creek Summit-McNeil Creek
Section
FAS 287, Jackson County

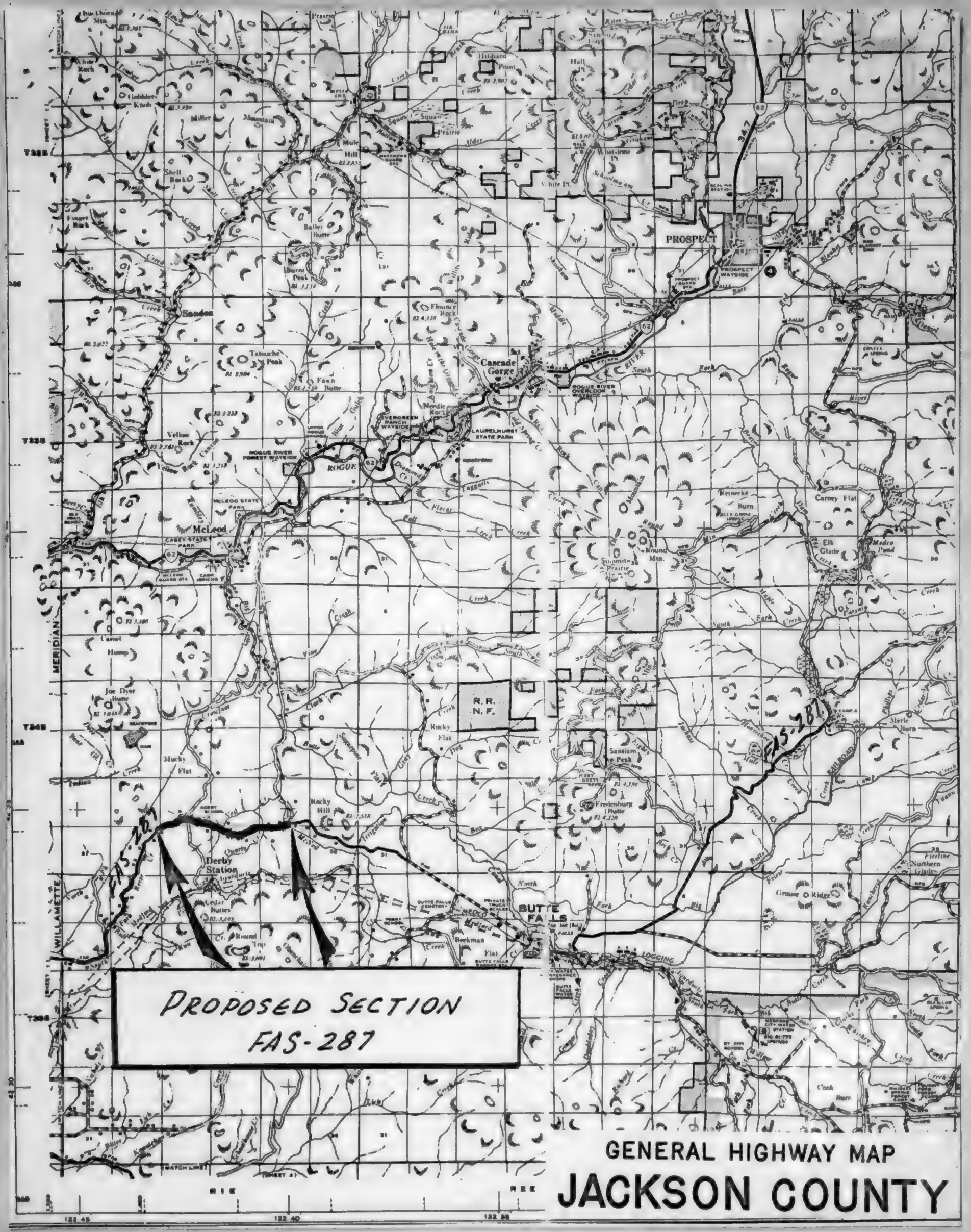
MISC. CONTRACTS and
AGREEMENTS No. 2840

Attached is a partially signed copy of a construction-finance agreement with Jackson County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1


PROSPECT
PROSPECT WAYSIDE
Cascade Gorge
ROGUE RIVER OVERLOOK WAYSIDE
EVERGREEN RANCH WAYSIDE
LAURELHURST STATE PARK
ROGUE RIVER FOREST WAYSIDE
ROGUE
McLEOD STATE PARK
CASEY STATE PARK
McLeod
Sander
Takuache Peak
Fawn Butte
Yellow Rock
Shell Rock
Finger Rock
Miller Mountain
Mule Hill
Baker Butte
Burnt Peak
Flounce Rock
Needle Rock
Hillcrest Point
Hall Butte
Whet-stone Pt.
Reinecke Burn
Carney Flat
Elk Glade
Medco Pond
Round Mtn.
Summit Prairie
Santiam Peak
Fredenburg Butte
Rocky Hill
Rocky Flat
Muck Flat
Derby Station
Cedar Buttes
Round Top
Beckman Flat
Hartland
BUTTE FALLS
Fireline Northern Glades
Grouse Ridge
Clark Horn
R.R. N.F.
FAS-287
FAS-287
PROPOSED SECTION
FAS-287
GENERAL HIGHWAY MAP
JACKSON COUNTY
WILLAMETTE MERIDIAN
T32S
T33S
T34S
T35S
R1E
R2E
122 45
122 40
122 35

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

NOTED
R. H. PRANGE

RECEIVED
AUG 20
ENGINEER
COUNTY COURT

August 18, 1964

NOTED
P. B. Arensmeier

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Cy:

At their regular meeting held on Wednesday, August 12, 1964, the Jackson County Court approved that planning be started on the next section of the Butte Falls county road (FAS 287). This section will be known as the "Reese Creek Summit-McNeil Creek" section of the Butte Falls roads (FAS 287). It is proposed that the reconstruction of this section of road be handled in the same manner as the McNeil Creek-Cobleigh Road section that has recently been completed.

Jackson County with its own forces will grade and gravel this section to a minimum standard of 32 feet for the installation of 24 feet of asphaltic concrete pavement with a minimum 4 foot shoulder. It is proposed that the County will also install a prime coat of oil and rock on the finished grade and that FAS funds will be used for the installation of the pavements and rock shoulders. A contract for the pavement and shoulder rock should be set up to be let around the early part of June, 1965. This department will furnish you with a plan and profile for the project.

Very truly yours,

Robert J. Carstensen
County Engineer

RJC:aw
Copy to F D Morgan
J. E. Morlock
Virgil O'Neil
L. R. Chandler

NOTED
V. R. JONES

ER-119(1) S. Fork John Day R. Br. 1965
(two bridges) S. of Dayville

#6645

C8A 2841

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 4, 1967

Grant County Court
Courthouse
Canyon City, Oregon 97820

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

South Fork John Day River Bridges (2 structures)
Project ER-119(1), FAS route 698

In accordance with an agreement dated April 20, 1965 the amount of $4,462.38 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Planning Engineer

NOTED
HAROLD
REYNOLDSON

HR:nr
Encl.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

STATE COPY

Monthly transaction number	FORM PR-2A (Rev. 7-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-90		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
6		Grant
		Project number ER-119(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 289,008

Revised Federal funds $ 183,549.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By _____

[redacted]

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-119(1)

COUNTY FAS ROUTES IN GRANT COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved County Force Orders, and temporary and permanent repairs by County forces)

Salem, Oregon, June 24, 1966

Type Code P.E.

Preliminary Engineering	All Required	$ 3,000.00
	Total	$ 3,000.00

Type Code X081
So. Fork John Day River Br. (Br.No. 9447)(Sta. 197+31 to Sta. 199+04)(Contract No. 6645)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	270 cu.yd.	$ 4.00	1,080.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Special Rock Backfill	180 cu.yd.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	6.00	2,160.00
Drive Steel Piles	9 only	170.00	1,530.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		34,700.00
95' to 100' Type 4 Prestressed Beams	4 only	3,000.00	12,000.00
Metal Reinforcement	All Required		11,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$ 72,330.00

Type Code X081
So. Fork John Day River Br. (Br.No. 9448)(Sta. 4+14 to Sta. 5+54)(Contract No. 6645)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	270 cu.yd.	$ 4.00	1,080.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Special Rock Backfill	180 cu.yd.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	6.00	1,440.00
Drive Steel Piles	8 only	170.00	1,360.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		28,000.00
85' to 90' Type 4 Prestressed Beams	4 only	3,000.00	12,000.00
Metal Reinforcement	All Required		8,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$ 61,740.00

Subtotal	$134,070.00
Engr. & Cont.	13,407.00
Total	$147,477.00

Type Code 2010
FAS 698, Flood Repair (MP 0.4 to MP 10.5)

Temporary

Negotiated Equipment & Labor	All Required	$ 60.00
County force equipment, labor and materials	All Required	21,171.65
		$ 21,231.65
	Engineering	6,164.00
	Subtotal	$ 27,395.65

Permanent*

Approved County Force Order No. 1	All Required	$100,328.41
	Engineering	6,957.25
	Subtotal	$107,285.66
	Total	$134,681.31

*Amount shown in this estimate is actual cost of CFO No. 1.

Type Code Y006
FAS 452, Flood Repair (MP 0.0 to MP 11.5)

Temporary

County equipment, labor and materials	All Required	$ 2,287.05

Permanent*

Approved County Force Order No. 3	All Required	1,562.72
	Total	$ 3,849.77

*Amount shown in this estimate is actual cost of CFO No. 3.

Grand Total $289,008.08

Length of Project - - - - - - - - - 17.0 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
P.E.	$ 3,000.00	$ 1,905.00	$ 547.50	$ 547.50
Contract 6645	147,477.00	93,663.00	26,907.00	26,907.00
FAS 698, Temp. & Perm.	134,681.31	85,536.00	24,572.65	24,572.66
FAS 452, Temp. & Perm.	3,849.77	2,445.00	702.39	702.38
Totals	$289,008.08	$183,549.00	$52,729.54	$52,729.54

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 512-1040
512-1484

The temporary and permanent repair costs, as shown in this estimate, were taken from Grant County's billing.

Preliminary engineering has been reduced to the amount anticipated to be the final cost.

RECEIVED
BPR Division Office

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-49		Oregon
PROJECT REPORT NO. ER-119(1)	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Grant
6645	9-3-65	PROJECT NO. ER-119(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

County FAS Routes 452 and 698 in Grant County.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-29-65	9.930
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-65	9.930
*OTHER *(Specify)*		

FUNDS Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 311,857.00	$ 197,872.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By _____ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr

Date executed by Division Engineer September 3, 1965

Oregon State Highway Department

Federal Aid
Project No. ER-119(1)

County FAS Routes and 452 and 698

in Grant County

(Estimate as a basis for Project Agreement. Based on Low Bid Prices and Approved County Force Orders.

Salem, Oregon, August 10, 1965

Type Code: P.E. Preliminary Engineering	All Required		$ 15,000.00
Type Code: X081 South Fork John Day River Br. (Br. No. 9447) (Sta. 197+31 to Sta. 199+04) Contract No. 6645			
Shoring, Cribbing, etc.	All Required		8,000.00
Structural Excavation	270 c.y.	4.00	1,080.00
Structural Excavation Below Elevation Shown	30 c.y.	10.00	300.00
Special Rock Backfill	180 c.y.	7.00	1,260.00
Furnish 10 BP 42 Steel Piling	240 l.f.	6.00	1,440.00
Drive Steel Piles	8 only	170.00	1,360.00
Class "A" Concrete	All Required		28,000.00
85' to 90' Type 4 Prestressed Beams	4 only	3,000.00	12,000.00
Metal Reinforcement	All Required		8,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 l.f.	4.00	200.00
			61,740.00
		Subtotal	134,070.00
		10% Engr. & Cont.	13,407.00
		Total	$147,477.00
Type Code: 2010 Roadway FAS 698 (M.P. 0.43 to M.P. 10.36)			
County Force Order No. 1	All Required		$147,280.00*

*Includes $12,000.00 Engineering Cost.

Oregon State Highway Department

Type Code:
Structure FAS 452 M.P. 0.26)

County Force Order No. 3 — All Required

	$ 2,100.00
10% Engr. & Cont.	210.00
Total	2,310.00

Length of Structures(2) ------ 0.059 miles
Length of Roadway
(County Force Order No. 1)------ 9.871 miles (intermittent)
Length of Structure
(County Force Order No. 3)------ 0.000 miles
Total 9.930 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	15,000.00	9,517.00	2,741.50	2,741.50
Structures (Contract #6645)	147,477.00	93,574.00	26,951.50	26,951.50
Roadway (County Force order No. 1)	147,280.00	93,449.00	26,915.50	26,915.50
Structure (County Force Order No. 3)	2,100.00	1,332.00	384.00	384.00
Subtotal	311,857.00	197,872.00	56,992.50	56,992.50
Retained in Authorized Funds Status. (Temporary and Permanent Restoration work)	8,430.00	5,348.00	1,541.00	1,541.00
Total	320,287.00	203,220.00	58,533.50	58,533.50

State Funds for Construction: Chapter 175, Laws 1917;
Chapter 31, Laws 1920;
Chapter 529, Laws 1939.
State Funds for Maintenance: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. ER-119(1)

COUNTY FAS ROUTES 452 AND 698

IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 2, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$15,000.00
Type Code X081			
S. Fork John Day River Bridge (No. 9447)(Sta. 197+31 to Sta. 199+04)			
Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	270 cu.yds.	$ 8.00	2,160.00
Structural Excavation Below Elevations Shown	30 cu.yds.	8.00	240.00
Special Rock Backfill	180 cu.yds.	5.00	900.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	5.00	1,800.00
Drive Steel Piles	9 only	100.00	900.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (387 cu.yds. @ $90)	All Required		34,830.00
95' to 100' Type 4 Prestressed Beams	4 only	3,200.00	12,800.00
Metal Reinforcement (74,500 lbs. @.14¢)	All Required		10,430.00
8" Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$87,410.00
Type Code X081			
S. Fork John Day River Bridge (No. 9448)(Sta. 4+14 to Sta. 5+54)			
Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	270 cu.yds.	$ 8.00	2,160.00
Structural Excavation Below Elevations Shown	30 cu.yds.	8.00	240.00
Special Rock Backfill	180 cu.yds.	5.00	900.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (313 cu.yds. @ $90.)	All Required		28,170.00
85' to 90' Type 4 Prestressed Beams	4 only	3,000.00	12,000.00
Metal Reinforcement (56,100 lbs. @ 14¢)	All Required		7,854.00
8" Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
			$ 56,674.00
	Subtotal		$124,084.00
	10% Engr. & Cont.		12,408.00
	Total		$136,492.00
Type Code 2010			
Roadway FAS 698 (MP 0.43 to MP 10.36)			
*County Force Order, Permanent Flood Repair	All Required		$147,280.00
			$147,280.00

*This County Force Order has been approved.

Length of Structures (2) - - - - - - - - - 0.059 mi.
Length of Roadway - - - - - - - - - - - - 9.871 mi. (Intermittent)
Total - - - - - - - - - - - - - - - - - - - 9.930 mi. (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Roadway	**$147,280.00	$ 5,925.00	$29,456.00	$111,899.00
Structures	136,492.00	5,600.00	27,298.00	103,594.00
Preliminary Engineering	15,000.00	600.00	3,000.00	11,400.00
	$298,772.00	$12,125.00	$59,754.00	$226,893.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Temporary and Permanent Work Not Covered by This Contract of the County Force Order	$12,500.00	$ 500.00	$ 2,500.00	$ 9,500.00

** Total Cost includes engineering.

S. FORK JOHN DAY RIVER BRIDGES

Project No. ER-119(1)

PRESTRESSED BEAM QUANTITIES

BRIDGE NO. 9446

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	19.1 cu.yd.	$80.00	1,528.00
Metal Reinforcement	1,350 lbs.	.12	162.00
Prestress Wire	2,126 lbs.	.40	850.40
			$2,840.40
		Use	$3,000.00

BRIDGE NO. 9447

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	20.7 cu.yds.	$80.00	1,656.00
Metal Reinforcement	1,440 lbs.	.12	172.80
Prestress Wire	2,622 lbs.	.40	1,048.80
			$3,177.60
		Use	$3,200.00

RECEIVED
JUL 27 1966
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 15, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-119(1)
FAS Routes - Grant County
Emergency Repairs

NOTED
R. L. PORTER

We hereby approve County Force Account procedures as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's June 24, 1966 letter are approved. Established County rental rates must be supported by accounting records or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 17 (intermittent) miles of roadway and/or bridges at a total estimated County Force Account work amount of $29,683. Estimated emergency fund participation is to be at the regular prorata share, or $18,851.

Findings regarding nonincidental permanent repairs on the project by County Forces were previously transmitted on May 12 and June 25, 1965. We concurred in the contract award for South Fork John Day River Bridge Section on July 12, 1965.

REFERRED TO
Young
Asst. State Hwy. Engr.
7-19-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 11 1966
FOR FILING

ER-119(.)

6645

February 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 26, 1965, on Contract No. 6645. The contract was with H. L. Coats and was for construction of two bridges (Nos. 9447 and 9448) on the South Fork John Day River Section of FAS Route 698 in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
FEB 9 - 1966

FORM 671 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FOR FILING
FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION	WEEK ENDING: January 28, 1966
		SECTION PREFIX: 512 - 1484
	HIGHWAY: County Road F.A.S. 698	COUNTY: Grant
NAME OF JOB: South Fork John Day River	KIND OF WORK	
CONTRACTOR	CONTRACT NUMBER: 6645	FEDERAL AID PROJECT NUMBER: ER. 119(1)
DATE OF CONTRACT	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
Jan. 11 TUESDAY 1966	Went over project today. Small crew placing fill at bridge ends M.P. 4.21. All work progressing well and the county expects to complete project next week.
Jan. 26 WEDNESDAY 1966	Went over project today and found project all completed. Some ditches will need cleaning in the spring.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

On January 26, 1966 I went over the project and found it completed. I checked with Mr. C. Batie, County Roadmaster and he advised they had completed the project last week. He also advised that due to weather conditions, some of the ditch work would have to be done in the spring. This work wouldbe done by the county with no charge to this project. All work completed in general to accepted Highway Standards.

Final Report

SIGNED M. M. Stump LOCATION Baker, Oregon

M. M. Stump

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 25 1966
FOR FILING

ER-119 (1)

6645

January 25, 1966

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

Dear Mr. Coats:

Thank you for your letter of January 17 and attached copy of your canceled Check No. 1335 in the amount of $114.90, payable to Jiles Linstrom, dated October 1, 1965.

You state that you do not owe Pine Tree Lumber Company for any gravel as it was paid for with your Check No. 1335.

This information will be noted in our records and we will advise the surety and the agent of the receipt of your letter.

Mr. Edward Mott of the Pine Tree Lumber Company, Dayville, contacted our Highway office in John Day concerning this gravel. Our John Day office notified our Division Office in La Grande and they notified our office here in Salem.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Mr. Glenn L. Jackson

Mr. David B. Simpson

Mr. A. F. Parson

C. A. Tomassene & Sons
1002 ICO Building
Portland 4, Oregon

NOTED ON CARD
D. C.
1-25-66

CWH:go

P. O. Box 1008
Bend, Oregon
January 17, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: South Fork John Day River Bridges

Gentlemen:

I do not owe the Pine Tree Lumber Co. for any gravel.

They represented to me that they owned the land where I secured the gravel for the South Fork John Day River bridges. I later learned that this land belongs to Mrs. Jiles Lindstrom of Phoenix, Arizona. Mrs. Lindstrom is the daughter of Mr. Art Martin of Dayville, Oregon. Mr. Martin represented his daughter in my business dealings on the gravel. The gravel was paid for by my check no. 1335, a copy of which is enclosed, also showing the endorsement.

Further, I do not think it proper for the Highway Division office of La Grande to issue a statement that I owe someone money unless they have checked out all the facts.

Sincerely yours,

R. L. Coats

R. L. COATS

RLC/mr
Encl.

cc: General Ins. Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

C.A. Tomassene & Sons
1002 ICO Building
Portland 4, Oregon

Mr. Glenn L. Jackson

Mr. David B. Simpson

Mr. A. F. Parson

Cec please handle
JG

RECEIVED
JAN 19 1966
OREGON
STATE HIGHWAY COMMISSION

ROBERT L. COATS
CIVIL ENGINEER
1870 ROBERT W. AVENUE
BEND, OREGON

1335

Pete 10 65 76-343/1232 42

114 90/100

Sola Fuhrer

One hundred and fourteen and

DOLLARS

ROBERT L. COATS

BEND BRANCH, BEND
UNITED STATES NATIONAL BANK
OF OREGON
HOME OFFICE PORTLAND

⑆1232-0343⑆

4C 325

Lila Linton

Lila F. Linton

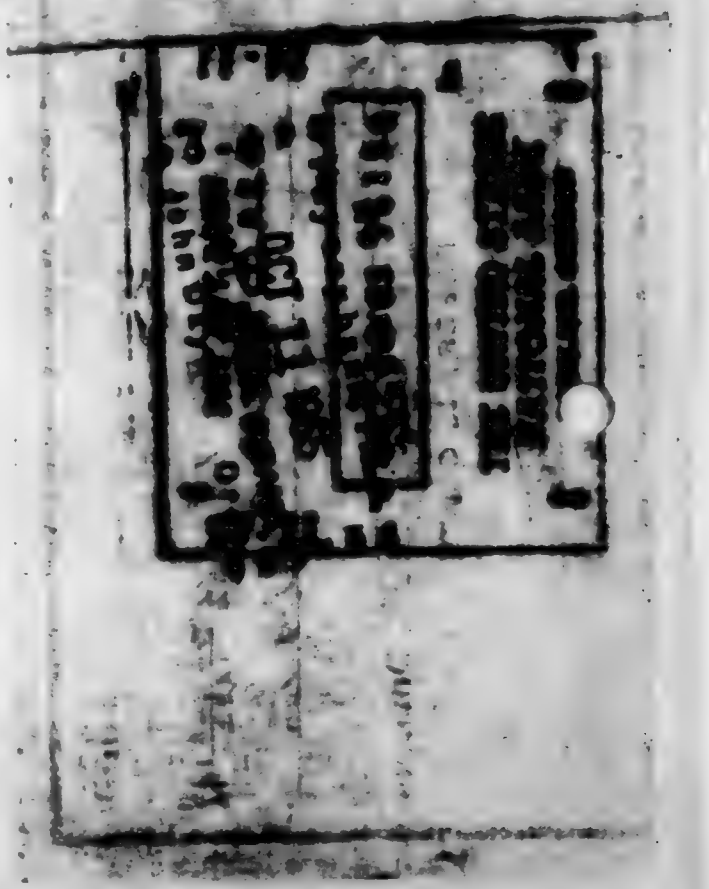
PAY TO THE ORDER OF

GRANT COUNTY BANK

JOHN DAY, OREGON

E. L. KNOX CO.

KNOX'S DAYVILLE



RECEIVED
JAN 24 1966

ER-119(.)

January 21, 1966

P. L. Coats
1870 Trenton Ave.
Bend, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads on the South Fork John Day River Bridges Section of FAS 698 in Grant County, Contract No. 6665, FA Project ER-119(1).

The Contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. T. Blaboe
Assistant State Highway Engineer

VG:ed
cc: E. L. Porter
C. H. Matson
I. D. Merchant
L. H. Young

RECEIVED
JAN 14 1966
FOR FILING

6645

January 13, 1966

Pine Tree Lumber Company
Dayville
Oregon

Attention: Mr. Edward Nott

Gentlemen:

Our Highway Department Division Office in LaGrande have informed us that Coats Construction Company owes you for gravel (amount not stated) on the South Fork Bridges in Grant County.

From the description given, this appears to be in connection with the R. L. Coats Contract No. 6645 for structures on the South Fork John Day River Bridge Section of the South Fork John Day Highway (FAS 696) in Grant County. This contract was completed on November 26, 1965, but has not yet been accepted by the State Highway Commission.

The General Insurance Company of America through C. A. Tomassene & Sons, 1002 ICO Building, Portland 4 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make the payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedures.

In the meantime this information will be noted in our records and we will advise the surety and the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachments
cc: General Ins. Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Mr. Jackson
Mr. Simpson
Mr. A. F. Parson

C. A. Tomassene & Sons
1002 ICO Building
Portland 4, Oregon

Mr. R. L. Coats
1270 Ironton Avenue
Bend, Oregon

NOTED ON CARD
Jan

CON LAG 109 1-11-66 10:56

IVAN MERCHANT
BRIDGE

MR EDWARD MOTT PINE TREE LUMBER CO, DAYVILLE, CALLED OUR OFFICE IN JOHN DAY ADVISING HE HAD SUPPLIED GRAVEL FOR COATS CONSTRUCTION CO WHICH HAS NOT BEEN PAID FOR AS YET. HE IS ASKING FOR HELP IN COLLECTING THIS IS FOR SOUTH FORK BRIDGES

OUT OF DAYVILLE CONTRACT NO 6645

J B BANGERT

LN

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 11 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
IVAN D. MERCHANT

CHG - Land copy to Lee,

Floyd - Will you tell them I am to file a claim?

Lee

REFERRED TO
Lee
BY SECRETARY

please handle

NOTED
C. W. HEAD

NOTED
C. W. HEAD

RECEIVED
JAN 20 1966
FORM E-128X 10M 9-64
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-119(1)

1645

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
December 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Nov. 26, 1965, on Contract No. 6645, South Fork John Day River Bridges Section, in Grant County, in connection with Federal-Aid Project No. ER-119(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 10, 1965

Conditions noted on above date:

None

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

copy to Young
1-20-66

Form CD-121
(11-63)
(Pres. b)
A.O. 200-[illegible]

UNITED STATES GOVERNMENT

Memorandum

KLABOE

ER-119(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 20, 1965

In reply refer to: 08-35.2-EC

6645 A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-119(1)
South Fork John Day River Bridges Section
Structures

As requested in Mr. Young's letter of July 15, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 12, 1965 in the award of contract No. 6645 to R. L. Coats, of Bend, Oregon, low bidder in the amount of $134,070.00 at the June 29, 1965 bid opening.

REFERRED TO
H.H. Klaboe
BY ASST. STATE HWY. ENGR.
W.J. Young
7-23-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 16 1965
FOR FILING
ER-119(1)
6645

July 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 12, 1965 is requested in the award of contract for the South Fork John Day River Bridges Section, Project No. ER-119(1).

The contractor receiving the award is R. L. Coats in the amount of $134,070.00 with the Contract No. 6645 assigned. This bid was received on June 29, 1965 and awarded July 12, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

PH:cd

RECEIVED
SEP 20 1965
FOR FILING
ER-119 (1)
6645

4P

July 12, 1965

Mr. R. L. Coats
1870 Trenton Avenue
Bend, Oregon

Dear Mr. Coats:

The State Highway Commission on July 6, 1965, accepted your proposal for the South Fork John Day River Bridges (two bridges on the South Fork John Day River Road about 4 and 9 miles south of City of Dayville) in Grant County, for the sum of $134,070 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6645.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUN 24 1965
FOR FILING

ER-119(1)

6645

Salem, Oregon
June 21, 1965

MISC. CONTRACTS and AGREEMENTS No. 2841

Construction-Finance Agreement
South Fork John Day River Bridge Sec.
FAS 698, Project ER119(1)
Grant County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of a construction-finance agreement with Grant County covering the above named subject.

A fully executed copy of the above agreement has been retained in this office for the Commissinn's files and one fully executed copy has been sent to the County Court of Grant County.

Secretary

rn
Attach: 1

RECEIVED
JUN 22 1965
FOR FILING

Commissioners
Wayne L. Phillips, Baker
Chairman
Thomas McCullough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

EB-119(1)

6645

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

June 18, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant

Dear Sir:

We are replying to your letters of June 3 and June 4, 1965, relative to bridge construction on the following projects:

Umpqua River Bridge Pier, Oregon Coast Highway, Douglas County.

S. Fork John Day River Road FAS 698, Grant County.

The construction of these bridges will not create any wildlife resource problems, so the plans are approved.

We appreciate being able to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

Hall (2)
Chandler
Klaboe
Young
Hall
Morgan
Morelock

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. C. ROHNE

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 21 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

RECEIVED
JUN 4 - 1965
ENGINEER
COUNTY & CITY DIVISION

Subject: Federal Aid Project No. ER-119(1)

Highway No. FAS 698

Project Name South Fork John Day River Bridges

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Canyon City, Oregon, this 2nd day of June, 1965.

Grant County Court

Leslie Holland
Judge

Rho Bluebaugh
Commissioner

Jos W Coffin
Commissioner

*NOTE: Certify either paragraph 2 or 3.

RECEIVED
JUN 4 - 1965
FORM B-60X—GEN—1-65 SP*6418-724

FOR FILING
ER-1191(1)
6645

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

SUBJECT: Right of Way Status
S. Fork John Day River Brs.
Grant County

ER-1191(1)

To: Mr. L. H. Young
Office Engineer

BUILDING

Information has been received from the County Court of Grant County that all right of way necessary for this project has been secured. Relocation advisory assistance was offered where such was necessary. The contractor could enter on this project at any time.

G. E. POHDE
Chief Counsel

By

D. H. Moehring
Right of Way Engineer

DHM:gc

cc - F. B. Klabo
G. E. Rohde
C. H. Maison

NOTED
F B K
RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

5-19-65

2

5-19-65
Bridge Over John Day River
on Main St (Prairie City) FAS 452
Looking downstream (West)
Showing rip-rap that has been
placed to protect Br. approach..
Note Wing wall is gone.

M4 01281

3

5-19-65
Bridge Over John Day River
on Main St. (Prairie City) FAS 452
Looking South.
Note wingwall that has
been torn away, also a portion
of Conc. bulkhead. (Portion of
wingwall shows in center
foreground.

M4 01281

RECEIVED MAY 18 1965

Form CO-121 (11-63) (Prgs. by A.C. 20440)

UNITED STATES GOVERNMENT

Memorandum

ER-119(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
6645 Salem, Oregon

DATE: May 12, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-119(1)
South Fork John Day River Road Section
FAS 698, Grant County
County Force Order No. 1
Consultant Engineering

Mr. Young's letter dated April 27 furnished copies of Grant County's force order covering the repair of route FAS 698 for a length of 9.93 miles. This letter confirms our verbal approval on April 15 as an emergency condition.

We have approved the use of county force account procedures to furnish the necessary labor, materials and equipment to reconstruct the damaged sections of the subject road for the reasons listed below.

1. The County has sufficient available equipment to perform the work expeditiously.

2. The project involves local materials available in sufficient quantities.

3. The one-way dozer road with a ford and temporary bridge for the immediate restoration of traffic was considered to be extremely hazardous and inadequate. Under these circumstances your department early in February authorized the continuation of emergency repairs to obtain a reasonably safe temporary road with the stipulation that such work would be accomplished along the permanent restoration alignment to reasonably adequate standards. It is understood that such temporary work is included in Force Order No. 1. We concur that it was more economical and practical to perform some permanent restoration work prior to our authorization as an associated part of the necessary continuation of emergency operations.

Requirements for development of agreed unit prices are being waived due to emergency conditions with participation in costs to be determined on an actual cost basis. Equipment rental rates must be supported by accounting records. A signed copy of the approved order is returned herewith.

orig to Young
Flatbacks.
5-18-65

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The consulting engineering contract to provide design and construction stakes as work progresses is approved. It is our understanding that Grant County uses the services of this consultant engineer on a continuing basis for similar county roadwork and that they were not aware of the requirements of PPM 40-6 concerning employment of consultants. Under these circumstances participation in eligible costs incurred subsequent to our specific March 29, 1965 authorization to proceed with the added preliminary engineering phase is approved.

Exceptions to the minimum design standards as proposed in Mr. Hanley's April 19, 1965 letter are approved; however, preliminary plans developed under the agreement should be furnished as soon as possible, for our approval of further details.

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

STATE COPY

APPROVED
Contingent upon compliance of
[illegible]
Date APR 5 1965
Dist. Engineer
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER 119(1), Item 39 Date March 29, 1965

Highway FAS 698

County Grant Prefix Account No.

Description of Work To Be Done:

Replace destroyed roadway, grade, channel change, rip rap, and surface.

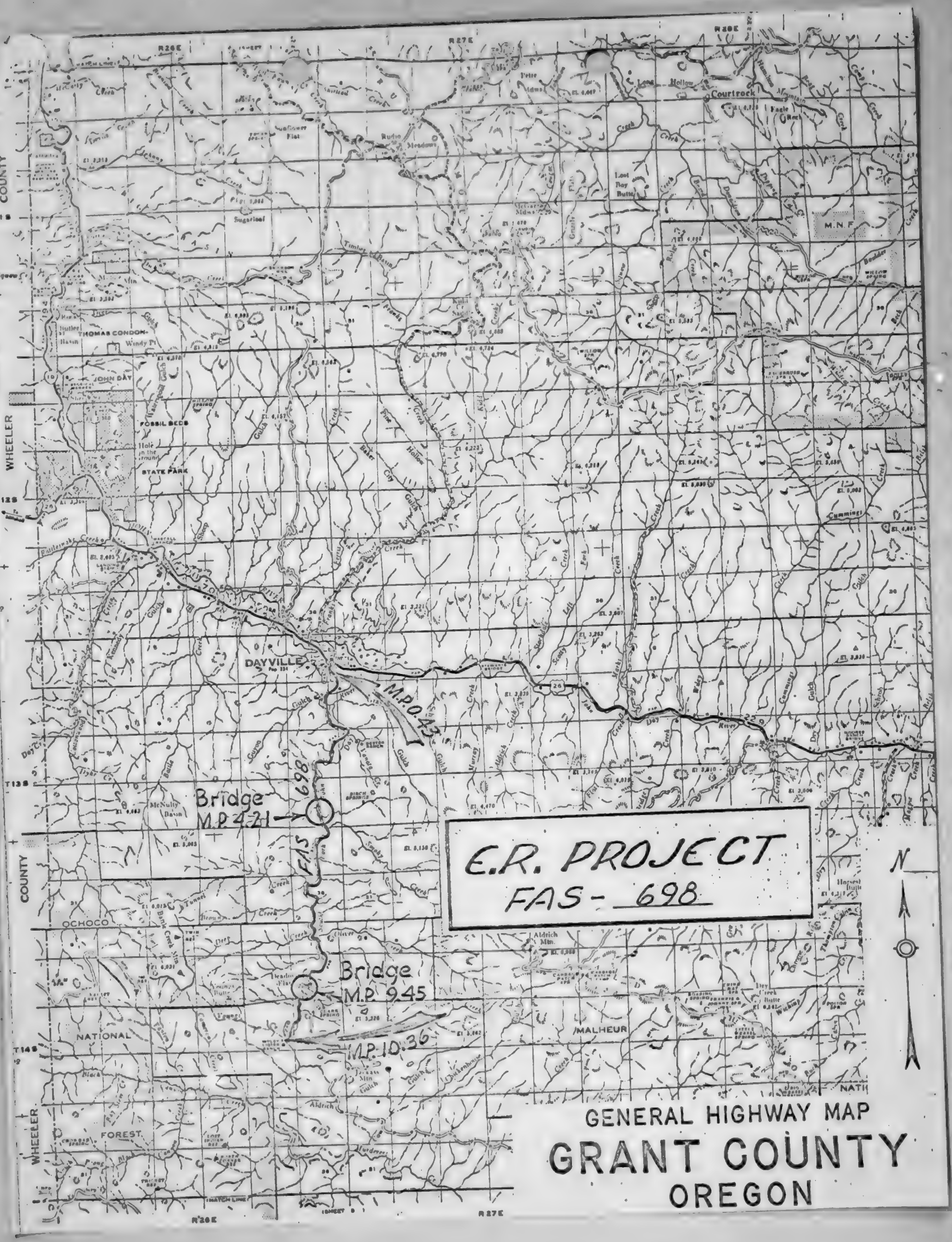
Estimate of Quantities and Costs:

Labor & Engineering		$ 48,960.00
Equipment		88,920.00
Materials		9,400.00
	Total, FAS 698...	$147,280.00

Explanation:

County forces are better equipped to repair this work due to intermittent nature of work and isolation of section involved.

Submitted by: Leslie Holland, County Judge Approved: [signature]


R26E
R27E
R28E
COUNTY
WHEELER
T13S
T14S
Courtrock
Long Hollow
Petre Meadows
Rudio Steadmans
Sugarloaf
Timber Basin
Knott Cr Saddle
Lost Bay Butte
M.N.F.
THOMAS CONDON-
JOHN DAY
FOSSIL BEDS
Hole in the ground
STATE PARK
Pine Creek
Baker City Gulch
Cummings
DAYVILLE
M.P. 0.43
Bridge
M.P. 4.21
698
FAS
OCHOCO
Bridge
M.P. 9.45
M.P. 10.36
NATIONAL
FOREST
MALHEUR
Aldrich Mtn.
E.R. PROJECT
FAS - 698
N
GENERAL HIGHWAY MAP
GRANT COUNTY
OREGON

March 12th

RECEIVED
MAR 25 1965
ENGINEER
COUNTY & CITY DIVISION

ESTIMATE OF WORK FOR FAS 698

IN GRANT COUNTY, OREGON

ER 119
Item #39.

County ... Equipment ~~Rental~~ (Permanent)

Cat # 6	800 hrs	$12.00	$9,600.00
Cat # 53	800 hrs	10.00	8,000.00
Cat # 27	800 hrs	9.00	7,200.00
Cat # 19	800 hrs	9.00	7,200.00
Cat # 18	800 hrs	6.00	4,800.00
Compressor #23	800 hrs	$12.00	9,600.00
Compressor #26	40 hrs	3.00	120.00
Grader # 8,15, Or 16	320 hrs	5.00	1,600.00
Grader # 2	800 hrs	7.00	5,600.00
Shovel #12	800 hrs	12.00	9,600.00
Trucks, dump, 10 c.y.	1600 hrs	8.00	12,800.00
Trucks, dump, 5 c.y.	1600 hrs	4.00	6,400.00
Scoopmobile #9	160 hrs	7.00	1,120.00
DW 20 & Scraper #21	400 hrs	12.00	4,800.00
Hyster Roller # 56	160 hrs	3.00	480.00
			88,920 ~~00~~

County Force Work (Permanent)

Labor 14 men	800 hrs per man	3.30	36,960.00
Engineering			12,000.00 } 48,960.00
Culverts			2,400.00
Explosives			7,000.00 } 9,400.00
		Permanent Total	$147,280.00
			147,280

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. C.R.P. # 60

F. A. Project No. _____ Date March 24, 1965

Highway FAS 698

County Grant Prefix _____ Accounty No. _____

Description of Work To Be Done:

Rebuilding flood damaged portions of road and rip-rapping river banks along roadway.

Estimate of Quantities and Costs:

$147,280.00

Explanation:

See attached work sheet.

Leslie Holland

County Judge
Grant County, Oregon

PROSPECTUS MAP
DAYVILLE SECTION
JOHN DAY HIGHWAY

GRANT COUNTY

Scale 1" = 400' 1965

J.E. Snow

Lot 2

JOHN DAY RIVER

SOUTH FORK

BEGIN PROJECT M.P. 131.0

EQUATION

Mtd. Stone Found.

Found

M.P. 131.20
EXISTING BRIDGE
H.C. 17'3" steel
22'7" Approaches

Rob't. A. Ford

Stewart

Lot 3

EQUATION

END PROJECT M.P. 131.6

Maud M. Erwin

E.B. Morris

W. B. Hinton

Lot 4

Mary Swift

194+93.5 A.C.

197+55.2 A.T.

S.39°41'E.

200

210

206+49.3 P.C.
207+66.9 P.T.
207+19.1

200' Spiral
S=16°00'
a=8

Δ=10°28'
T=18.2

Δ=65°58'
T=166.2

S.24°26'E.

12" Corr. l. Pipe

N.89°44'E.

18" Corr. l. Pipe
Steel Span
Pile Trestle Apprs.

P.S.C. 214+31.3
P.C.S. 214+57.5
P.T. 216+57.5

16° C.R.
TA-36°12'
T=218.3

24" Corr. l. Pipe

18" Corr. l. Pipe

N. 44° E.

5° Ck

C.o. Road

220' Spiral
S=15°00'
a=3½

220+85.3 P.S.

223+85.3 P.S.C.

224+35.1 P.C.S.

300' Spiral
S=15°00'
a=3½

227+35.1 A.T.
227+40.2

229+35

S.54°04'E.

220

S.60°03'E.

230

235+11.0 A.S.

202' Spiral

10° C.L.
TA-58°57'
T=332.9

200' Spiral
S=15°00'
a=8

8" 15-18° Corr. l. Pipe

9" 20-18° Corr. l. Pipe

8' | 12' | 12' | 8'

A.C. pavement

variable slopes

variable slopes

ER-157(3) Spruce St. Br. over Grande Ronde R. in La Grande 1965

#6646

CHA 2844

NOTED
H. S. COX

May 6, 1969

Union County Court
Courthouse
La Grande, Oregon 97850

Gentlemen:

Final cost, as shown on the enclosed cost statement, is now available on:

Spruce Creek Bridge Section, FAS 478, ER-157(3)

In accordance with an agreement dated April 20, 1965, the amount of $4,969.64 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

Hreb

Enc.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JAN 24 1963

EK-157(3)
6646

January 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

A situation has arisen relative to preliminary engineering on four emergency relief projects, ER(FO-16)(2), ER-129(2), ER-156(2), and ER-157(3). These projects were occasioned by the December 1964 and January 1965 floods.

The enclosed tabulation lists the projects, showing the date of program submission, BPR (Washington) approval and effective date, date preliminary engineering was commenced by the State, total cost of preliminary engineering, total cost of preliminary engineering performed prior to BPR approval, and Federal pro rata on cost of preliminary engineering work performed prior to BPR authorization. The approximate monetary consideration involved in the four projects is $24,660 total cost, with Federal fund pro rata of $19,866.

As you are aware, preliminary engineering as defined by Section 101 of Title 23 is considered as construction; and, therefore, in accordance with PPM 23-1, dated March 23, 1964, which was in existence at the time, authorization of preliminary engineering had to await the programming and approval of the permanent repair. We believe it is in the public interest to waive the requirements of PPM 23-1, dated March 23, 1964, as applied to authorization of preliminary engineering, on the basis of data set forth hereinafter for each project, which data indicate there was minimum delay after project approval was received in commencing the reconstruction work; such would not have been the case if the preliminary engineering had been postponed until program approval was received.

1. Item 16, Project ERFO-101(2), Oakridge-Salt Creek Tunnel Section, Willamette Highway.

The work under this project consisted of the permanent restoration and reconstruction of 17.9 miles of highway facilities, including three bridges, and necessary preliminary engineering.

This section of the Willamette Highway, Oregon Route 58, was severely damaged during the flood, with a portion being completely destroyed, including the destruction of three bridges at Mile Points 38.23, 42.87 and 43.30.

The Willamette Highway, ORE 58, is the principal east-west route from Eugene across the Cascade Range to US 97 for travel north to Bend or south to Klamath Falls. It was imperative that the restoration of this section be given a high priority.

In view of the extreme damage to the roadway and structure, it was imperative that preliminary engineering phases for the permanent restoration begin at once so that the temporary work required would be such that it could be utilized when the permanent restoration was done and that design of the three bridges would be completed so not to delay putting the highway back into normal service.

The program data was submitted by the State on January 25, 1965, for P. E., temporary and permanent restoration, and was approved by the BPR Washington office February 11, 1965; however, due to high priority given the re-establishment of traffic on this route, P. E. phases were commenced on December 28, 1964, which was as soon after the flood as field personnel could get into the area. P.S. & E. documents for the first of the four contracts covering permanent restoration were approved for advertising on February 16, 1965; the second contract was authorized for advertising March 15, 1965; and the remaining two contracts were authorized for advertising March 22, 1965.

The tabulation enclosed shows that approximately $11,800 of the total preliminary engineering of $19,100 was expended prior to BPR Washington office approval; therefore, in view of data set forth above, we request the authorization date of this project be amended from February 11, 1965 to December 28, 1964, in order that prior preliminary engineering be eligible for Emergency Relief Funding.

2. Item 55, Project ER-12(2), Wheeler County Line-Prairie City Section, John Day Highway, US 26.

The work under this project consisted of P. E., temporary and permanent restoration of roadway and construction of one bridge.

This section of the John Day Highway, US 26, sustained major damage, especially at Dayville where the bridge over the South Fork of the John Day River was damaged to the extent reconstruction was necessary.

The John Day Highway, US 26, is a major east-west route through the central portion of the State, and it was very urgent to complete the restoration of the damaged section as any delay would cause hardship to vital traffic using the route. It was therefore deemed necessary to commence P. E. for the restoration of the roadway and structure in the vicinity of Dayville as expeditiously as possible.

The enclosed tabulation shows the program was submitted on February 10, 1965, and approved by the BPR Washington office on March 16, 1965; however, preliminary engineering was commenced on January 19, 1965, due to urgency to complete the restoration as quickly as possible. Approximately $4,980 of P. E. work out of the total P. E. cost of $16,863 was accomplished prior to BPR Washington office authorization.

In view of the above information, we request the authorization date of March 16, 1965 be amended to January 19, 1965, in order that the prior preliminary engineering costs be eligible for Emergency Relief Funding.

3. Item 132, Project FAS-156(2), South River Road Section, FAS Route 17.

The work programmed under this project consisted of P. E., temporary and permanent restoration and slide correction of an adjacent hillside which the storm and flood condition left unstable, creating a threat of future slides.

The county road carries an ADT of approximately 1,000 vehicles traveling between Salem and Independence areas and is very important to the economy of the area.

A high priority was placed on the restoration of this section of FAS route by the county, and the county requested the State do the required preliminary engineering for the restoration and slide correction.

The county, as a temporary measure, had placed some fill and replaced the asphaltic concrete pavement; however, at the time the program was submitted on April 15, 1965, there was still some movement of the slide area, causing sections of the roadbed to shift. This movement was still evident at the time of the BPR Area Engineer's "Initial Inspection Report" of May 3, 1965. Due to the importance of this route, the State at the county's request, began intensive field investigation on April 14, 1965, to determine what work was necessary to correct the slide condition.

The enclosed tabulation shows the program was submitted on April 15, 1965, and subsequently approved June 10, 1965, by the BPR Washington office. The tabulation also shows that, of the $6,254 total cost for preliminary engineering, approximately $5,000 of the work was performed prior to the BPR Washington office approval.

We hereby request, due to the fact it was very important to complete certain phases of preliminary engineering as soon as possible to provide data on which to base the restoration or reconstruction of this important county FAS route to return traffic

to normal conditions without undue delay, that the authorization date of June 10, 1965, be amended to April 15, 1965, in order that the preliminary engineering performed be eligible for Emergency Relief funding.

4. Item 132, Project ER-157(2), Spruce Street Bridge, County FAS Route 474.

The work under this program item consisted of preliminary engineering, temporary repairs and permanent restoration of highway facilities, including the reconstruction of a 250-foot bridge over Grande Ronde River.

The January 1965 flood forced the bridge downstream, washing out a large portion of the approaches. This structure is the main crossing of the Grande Ronde River to serve the area north of La Grande and carried an ADT of 1,400. It was of great importance to reconstruct the bridge as soon as it could be done, and the State was requested by Union County to do the preliminary engineering and let a contract for the reconstruction of same. The State began preliminary engineering work on March 15, 1965; however, the program item was not submitted until April 15, 1965, and subsequently approved June 10, 1965 by the BPR Washington office. P. S. & E. documents for the contract to reconstruct the bridge were approved for advertising on June 14, 1965.

The enclosed tabulation shows that approximately $2,929 of the total preliminary engineering cost of $3,001 was performed prior to Washington office approval. In view of the fact the route was given a high priority for restoration and that the State was attempting to accomplish as rapidly as possible all emergency restoration throughout the State, we request that the June 10, 1965 authorization date be amended as concerns preliminary engineering to March 15, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maleen
R. N. Chase
Paul Hutchen

RNC:ia

TABULATION OF EMERGENCY RELIEF PROJECTS FOR WHICH

AMENDED P.E. AUTHORIZATION DATE IS REQUESTED

Item No.	Project No.	Section Name	Program Submission Date	B.P.R. Approval Date	Date P.E. Commenced	Total P.E. Expend.	PE Expended Prior to BPR Approval	
							Total Cost	Federal Pro Rata
16	ERFO-101(2)	Oakridge-Salt Cr. Tunnel	1-25-65	2-17-65	12-28-64	$19,100	$11,800	$11)0
55	ER-129(2)	Wheeler County Line-Prairie City	2-10-65	3-16-65	1-19-65	16,868	4,931	3,131
188	ER-156(2)	South River Road	4-15-65	6-10-65	5-14-65	6,254	5,000	3,175
189	ER-157(3)	Spruce Street Bridge	4-15-65	6-10-65	3-15-65	3,001	2.929	1,860
						Total Costs	$24,660	$19,866

January 22, 1968

(MEMORANDUM)

FORM PR-20A (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF COMM[illegible]
BUREAU OF PUBLIC [illegible]

VOUCHER NO. Union Co

BUREAU VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 10-3-67

APPROPRIATION

BUREAU SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

[illegible]

PAID BY

ADDRESS

Capitol Building
Salem, Oregon

(For use of Paying Office)

STATE

[illegible]

FEDERAL AID PROJECT NO.

[illegible]

VOUCHER PERIOD: FROM [illegible] TO 30-3-67

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
			[illegible]	[illegible]	[illegible]	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

[illegible]

C. H. Malmen
Comptroller

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27328-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	[redacted]					
	[redacted]					
	Participating County Cost:					
	FAS 470	All Required			$15,404.55	
	Pro-rata Percentage				63.55	
	Pro-rata Amount				9,789.59	
	Less 25% Retent				(2,447.40)	
			Subtotal		$ 7,342.19	
	Current Billing Transactions					
	Prefix: 531-1059				$88,896.53	
	531-1996				1,906.01	
			Subtotal		$90,802.54	
	Total Amount Claimed from U. S.				$98,144.73	

AMOUNT CARRIED FORWARD.....

FORM PR-20A (REV. 5-66)

GPO 907-842

USCOMM-DC 27328-P66

RECEIVED
NOV 4 - 1966

FILE FILING
FR-157(3)
6646

November 3, 1966

Glens Falls Insurance Company
Pacific Coast Department
390 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6646 awarded to Bechtel Brothers for construction of the Spruce Street Bridge on FAS 478 in Union County was completed on May 23, 1966, and accepted by the Highway Commission on November 1, 1966.

Final payment in the amount of $9,709.08 assigned to you will be released after November 10, 1966. The total contract amount is $129,759.83 and no work was performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Bechtel Brothers
P.O. Box 948
La Grande, Oregon

Bonn Insurance Agency
Box 672
La Grande, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1966
FOR FILING
FA 157 (3)
6646

November 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 23, 1966, on Contract No. 6646. The contract was with Betchel Brothers and was for construction of the Spruce Street Bridge on FA#476 in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
A. F. Parson

bg fn

RECEIVED
OCT 4 - 1966
FOR FILING
EK-157(2)
6646

August 26, 1966

#11

Bechtel Brothers
P. O. Box 948
La Grande, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6646 for construction of the Spruce Street Bridge on FAS 478 in Union County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to April 8, 1966.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc A. F. Parsons
George Hopkins
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
AUG 19 1966
FOR FILING
ER-157(2)
6646

August 19, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 11
August 25, 1966 meeting

Gentlemen:

Bechtel Brothers, contractor on the Spruce Street Bridge over the Grande Ronde River on FAS478 in Union County, Contract 6646, has requested that the completion date be advanced from the specified date of December 31, 1966, a total of 154 calendar days.

The contractor cites the following reasons for failure to complete the work within the time specified: delays occasioned by failure of utility companies in clearing their facilities from the project area; cold weather; extra time required to finish concrete while the structure was being used by traffic; and a shutdown order.

Delays beyond the contractor's control consisted of a 27-day period at the start of the work because utility companies were slow in clearing their facilities from the project area; a 27-day delay due to the fact that temperatures were below the minimum specified for pouring concrete, and a 44-day delay due to a shutdown order issued because weather conditions were not favorable for satisfactory concrete finishing.

Delays beyond the contractor's control total 98 calendar days which would advance the completion date to April 8, 1966. The work was actually completed May 23, 1966, an overall delay of 143 calendar days.

Because the contractor was prevented from completing the work partially by conditions beyond his control, I recommend that the completion date be advanced to April 8, 1966, without assessment of liquidated damages and that he be assessed liquidated damages for the remaining time consumed in completing the work. This amounts to an assessment of 45 days at $100 per calendar day or $4,500.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
A. F. Parson

CAG:jf fn

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 27 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6646 Contractor Bechtel Brothers

Highway Spruce Street - FAS 478

Section Spruce Street Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Partially granted as per attached letters of transmittal.

Grant 98 calendar days without assessment of liquidated damages. Assess liquidated damages for 45 days.

Recommended for Approval:

Division Engineer

~~Construction Engineer~~ or Bridge Engineer

State Highway Engineer

Contract No. 6646

Project designation ER-157(3) State-Federal

Date awarded July 13, 1965

Work started August 9, 1965

Per cent completed 100% May 23, 1966 Date

~~No. of Workdays Allowed~~ Calendar comp. date December 31, 1965

~~No. of Workdays Used~~ Completed May 23, 1966

~~No. of Added Workdays~~ Completion date Requested June 3, 1966

E—329 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 4-5, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 171 days to 281 days, within which to complete our Contract No. 6646, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Utility lines had not been removed causing a delay at beginning of job of 27 days.
2. Cold weather prevented working and pouring of concrete during December, January, & February for 63 days.
3. Delay in finishing due to traffic, to keep bridge open when possible, 10 days.
4. Shut down time 44 days.
5. Total time being asked for, not counting shut down time for 44 days, 110 days.
See attached letter for further details.

Respectfully submitted,

27
63
10
44
144

Bechtel Bros.
Contractor

By Jay Bechtel

CONSENT OF SURETY

Date April 6, 19 66

We, GLENS FALLS INSURANCE COMPANY

..., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

David C. Baum Attorney-in-fact (SEAL)

Resident Agent

Form CD-121 (11-63) (Prea. by A.O. 30-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 5, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 12 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

SUBJECT: Oregon Project ER 157(3)
Spruce Creek Bridge
Contract No. 6646
Time Extension

Time extensions were recommended by Mr. Tom Edwards as follows:

1. Utility had not been removed causing a delay at the beginning of the job of 27 days. Normally we would not participate in a time extension due to utility delays because you are required to certify all utility agreements are completed prior to award of the contract or have proper coordination with the contract work to avoid delay. In this case we concurred in the award of the contract without the certification because of the emergency which existed; therefore, we concur in this allowance, but participation extending the time 27 days for this delay is not to be construed as a precedent.

2. Delays due to cold weather in December, January and February.

27
27
44
98
45
143

Mr. Edwards recommends the contractor be allowed 50 days. This was based on weather records showing temperatures were below permissible pouring temperatures.

Your records show the contractor worked all but 27 days during this period, therefore, our participation must be limited to the 27 days.

3. A stop order was issued February 26, 1966 and rescinded effective April 11, 1966. Recommended time extension is 44 days. We concur.

30
44

The total time extension in which we can participate is 98 days, which will leave liquidated damages for 45 days to be accredited to the project.

RECEIVED
AUG
OFFICE
STATE HIGHWAY

Copy to Montana

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Union C ER

FORM PR-33A (REV. 3-65) cc: [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NOTED saf
P. B. Arensmeier

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

NOTED
H. S. COX

REGION NO.	REPORT NO.	COUNTY	STATE

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.

IN COMPANY WITH

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
		%	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

NOTED
RICHARD UNREIN

The floodwaters of the Grande Ronde River destroyed the existing 150' steel truss bridge and the roadway approaches. The debris clearance, reconstruction of the approaches, and placing of riprap was performed by County forces. A contract to construct the bridge was awarded to Dechtel Bros. of LaGrande Oregon, on July 13, 1965. The contract specifies that the work was to be completed by December 31, 196[illegible]. The contract work was started on August 9, 1965, and completed on May 29, 1966, 143 days after the specified completion date. The State recommended time extensions up to May 1, 1966, for the following reasons:

1. A utility had not been removed causing a delay at the beginning of the job of 27 days.
2. Weather records showed that the temperature was at or below the minimum set in the specifications for pouring concrete during January and February for a total of 50 days.

RECEIVED
OCT 3 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

(more)

EDITION OF 5-60 MAY BE USED

NOTED
R. H. PRANGE

NOTED
DON HARWELL

3. A stop order was issued effective February 26, 1966, and rescinded effective April 11, 1966, because of unfavorable weather conditions. Time allowed - 44 days.

After reviewing the project records, the Bureau concurred in the time extension of 27 days for the utility, and the 44 days for the shutdown order. However, we were only able to concur in 27 of the 50 days the State recommended be allowed for freezing weather because the contractor had crews working on items other than pouring concrete for 23 of these days.

The County had completed their portion of the project work prior to the inspection. The County records were not reviewed to determine their completion date.

The final cost of the contract work was $134,615.59, about 6% less than the original contract amount of $135,885.00. The underrun was due primarily to the elimination of three items. Item No. 4, Structural Excavation Below Elevation Shown ($300), and Item No. 8, Splice Steel Pile ($80), were not needed. Item No. 5, Channel Excavation ($1,200), was deleted from the contract commodities by Price Agreement No. 1. The change was made for the convenience of the contractor and the County. According to a notation on the Price Agreement, the County will not ask Federal participation for their costs.

The project records indicate that materials incorporated into the project substantially met specification requirements.

RECEIVED
AUG 3 - 1966
FOR FILING
ED-157(3)
6646

August 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Spruce Street Bridge
Contract No. 6646
FAP No. ER-157(3)

Dear Sir:

The specified completion date for work on this contract is December 31, 1965. The work was actually completed May 23, 1966, an overrun of 143 calendar days. The contractor now requests that the completion date for the work be advanced 154 calendar days without assessment of liquidated damages. The contractor's stated reasons for the request are quoted as follows:

1. "Utility lines had not been removed, causing a delay at beginning of job of 27 days."

2. "Cold weather prevented working and pouring of concrete during December, January, and February of 63 days."

3. "Delay in finishing due to traffic, to keep bridge open when possible, 10 days."

4. "Shutdown time 44 days."

5. "Total time being asked for, not counting shutdown time for 44 days, 110 days."

The contractor's request seems to be in error, as he actually enumerated delays which total 144 calendar days and asks for 154 days.

Conditions pertinent to each of the contractor's stated reasons are as follows:

1. Three public utilities occupied the construction area. These were a gas line owned by Cascade National Gas Company, a power line owned by California Pacific Utilities Company and water lines owned by the City of La Grande. These utilities effectively blocked the construction area, preventing the contractor from starting work. It was the responsibility of Union County to cause the utilities to be moved to clear the area. The County was dilatory in ordering the utilities cleared from the area, even though the matter was brought to their attention several times by our Division Office. It was not until August 9, 1965, that the utilities were cleared from the area permitting the contractor to start work.

This is considered a condition beyond the contractor's control and he is entitled to an extension covering the 27-day delay. No stop work order was written on this delay.

2. Weather records for the area show that the temperature was at or below the minimum set in the specifications for pouring concrete during January and February for a total of 50 days.

This is considered a condition beyond the contractor's control and he is entitled to the requested extension. It is not practical to write stop work orders on this type of delay.

3. Observations made during the progress of the finishing work indicate that finish work was not delayed because of traffic over the structure.

4. A stop work order was issued effective February 26, 1966 and rescinded effective April 11, 1966, because weather conditions were not favorable for concrete finishing. The contractor is entitled to an extension covering the 44-day delay.

Accountable delays total 121 calendar days which would advance the completion date to May 1, 1966. I propose to recommend to the Highway Commission that the

contractor be granted an extension to May 1, 1966 without assessment of liquidated damages and that he be assessed liquidated damages for the additional time consumed (22 days).

May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
F. B. Klaboe
L. H. Young

CAG:jf ja

RECEIVED
AUG 3 - 1966

FOR FILING
ER 1-7 (3)
6646

August 2, 1966

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Gentlemen:

Thank you for your recent letter informing us that on July 28 you received a check in the amount of $6,113.10 from the Glens Falls Insurance Company.

Our records indicate that this is in reference to your recent claim which was filed against Bechtel Brothers on State Highway Contract No. 6646 for construction of the Spruce Street Bridge on Spruce Street (FAS 478) in Union County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Asery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Glens Falls Insurance Company
Bacon Insurance Agency
Bechtel Brothers
Glenn L. Jackson
David B. Simpson

Noted on Card.
G.C.

RECEIVED
JUL 21 1966
FOR FILING

ER-157(2)

6646

July 21, 1966

Hutchinson, Schwab & Burdick
Attorneys at Law
712 Executive Building
Portland, Oregon 97204

Attention: Mr. Denton G. Burdick, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of July 18 and attached Notice of Claim of Mercer Steel Company, Inc., stating that Bechtel Bros., owes them $23,100 for labor and materials.

The claim states this is in connection with the Bechtel Brothers Contract No. 6646 for construction of the Spruce Street Bridge on FAS 478 in Union County.

The surety on this project is the Glens Falls Insurance Company through Baum Insurance Agency, Box 872, LaGrande. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Bechtel Brothers
Glens Falls Insurance Company
Baum Insurance Agency

Hon. Tom McCall - Please acknowledge receipt of the claim on the attached copy of this letter.
Glenn Jackson
David B. Simpson

CWH:fkn

noted on card fkn

RECEIVED
AUG 1 - 1966

Please note on card
C.H.

RECEIVED
JUL 22 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1966

Hutchinson, Schwab & Burdick
Attorneys at Law
713 Executive Building
Portland, Oregon 97204

Attention: Mr. Denton G. Burdick, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of July 18 and attached Notice of Claim of Harper Steel Company, Inc., stating that Bechtel Bros., owes them $23,100 for labor and materials.

The claim states this is in connection with the Bechtel Brothers Contract No. 6646 for construction of the Spruce Street Bridge on FAS 478 in Union County.

The surety on this project is the Glens Falls Insurance Company through Baum Insurance Agency, Box 872, LaGrande. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Bechtel Brothers
Glens Falls Insurance Company
Baum Insurance Agency
Hon. Tom McCall - Please acknowledge receipt of the claim on the attached copy of this letter.

NOTED ON CARD
Jan

4199
FILED
TOM McCALL
C. W. HEAD

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
712 EXECUTIVE BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-2926

HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.

July 18, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Spruce Creek Bridge
Oregon State Highway Commission
Contract No. 6646
($23,100.00)

Enclosed is a claim against the bond taken in connection with the above contract on behalf of Mercer Steel Co. Inc., which has a claim against the general contractor, Roy Bechtel and Clarence Bechtel, copartners, d.b.a. Bechtel Bros.

Very truly yours,

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB & BURDICK

DGB:tg
enc.

cc Glens Falls Insurance Co.
Attention: Bonding Dept.
with enclosure

cc Mercer Steel Co. Inc.
Attention: Mr. Taylor
with enclosure

Please handle

RECEIVED
C. W. HEAD

RECEIVED
JUL 19 1966
OREGON
STATE HIGHWAY COMMISSION

TO: STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned, MERCER STEEL CO. INC., has a claim for labor and materials consisting of reinforcing steel and placing furnished to Roy Bechtel and Clarence Bechtel, copartners, d.b.a. Bechtel Bros., by Mercer Steel Co. Inc., in the sum of $23,100.00 against the bond taken from said BECHTEL BROS., Principal, and GLENS FALLS INSURANCE COMPANY, Surety, for the work of construction of structure on the Spruce Street Bridge in Union County, Oregon, Oregon State Highway Commission Contract No. 6646.

DATED this 12th day of July, 1966.

MERCER STEEL CO. INC.

By _____
Assistant Secretary

RECEIVED
JUL 19
OREGON
STATE HIGHWAY COMMISSION

FORM S-125X 20M 6-65

RECEIVED
JUL 13 1966
HIGHWAY ENG.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PHILLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EP-157 (3)

6646

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 11, 1966

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Gentlemen:

This is to acknowledge receipt of your letter of July 1 and attached Notice of Claim stating that Bechtel Brothers owes you for aluminum parapet railing and miscellaneous iron in the amount of $6,113.10.

You state this is in connection with the Bechtel Brothers Contract No. 6646 for structure on the Spruce Street Bridge Section of FAS 478, Spruce Street, in Union County.

The surety on this project is the Glens Falls Insurance Company through Baum Insurance Agency, Box 872, La Grande. We will advise them of the receipt of your claim and we will also forward your claim to the Secretary of State for filing.

Will you please notify this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head
Assistant Secretary

NOTED ON CARD
Jan

CWH:jf
cc: Glens Falls Insurance Company
Baum Insurance Agency
Bechtel Brothers
The Hon. Tom McCall, Secretary of State ✓ (P. S. Please acknowledge receipt of this letter on the enclosed copy.)
Mr. Jackson
Mr. Simpson

Claim File No. 4196

FILED
JUL 12 1966
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
JUL 13 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1966
TOM McCALL
SECRETARY OF STATE

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Rec'd P. W. & I. W.
JUL 12 1966
Route to._____

July 11, 1966

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Gentlemen:

This is to acknowledge receipt of your letter of July 1 and attached Notice of Claim stating that Bechtel Brothers owes you for aluminum parapet railing and miscellaneous iron in the amount of $6,113.10.

You state this is in connection with the Bechtel Brothers Contract No. 6646 for structure on the Spruce Street Bridge Section of FAS 478, Spruce Street, in Union County.

The surety on this project is the Glens Falls Insurance Company through Baum Insurance Agency, Box 872, La Grande. We will advise them of the receipt of your claim and we will also forward your claim to the Secretary of State for filing.

Will you please notify this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head
Assistant Secretary

CWH:jf

Gentlemen:

As per your request, we received a check in the amount of $6113.10 from the Glens Falls Insurance Co. This check was received in this office July 28th 1966.

RECEIVED
AUG 1 1966
OREGON
STATE HIGHWAY COMMISSION

Portland Wire & Iron Works.
Ivan Horne
Ivan Horne
Credit Mgr.

NOTED
C. W. HEAD

FABRICATION AND ERECTION OF STEEL AND WIRE TWX PD 440 • 234-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED 1892

July 1, 1966

Secretary of State
Salem, Oregon

Re: Spruce Creek Bridge No. 10745A,
LaGrande, Union County, Oregon.

Gentlemen:

We are enclosing herewith a signed statement that our firm has not been paid in full for aluminum parapet railing and miscellaneous iron furnished to Bechtel Bros., LaGrande, Oregon, for use on the above subject job.

We are serving this notice in accordance with Chapter 44, entitled, "Public Contracts and Employment Thereunder, Article I, Contracts Bonds: Bids and Bidding."

Very truly yours,

PORTLAND WIRE & IRON WORKS

By C. A. Lomax, Secretary-Treasurer

RECEIVED
JUL 7 1966
STATE HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 440 • 234-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED 1902

July 1, 1966

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for aluminum parapet railing and miscellaneous iron in the sum of $6,113.10 against the bond taken from Glens Falls Insurance Company, 901 S. E. Oak Street, Portland, Oregon, for the construction of Spruce Creek Bridge No. 10745A, LaGrande, Union County, Oregon, by Bechtel Bros., P. O. Box 948, LaGrande, Oregon 97850.

SIGNED: PORTLAND WIRE & IRON WORKS

BY: C. A. Lomax

C. A. Lomax, Secretary-Treasurer

RECEIVED
JUL 7 1966
STATE ...

RECEIVED
JUL 5 1966
COMMISSIONERS

FOR FILING
ER-157(3)
664

GLENN [illegible]
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1966

Mr. S. L. Deibert
dba De-Lil-Painting
Route 1, Box 298
La Grande, Oregon

Dear Mr. Deibert:

This is to acknowledge receipt of your claim letter of June 27 stating that Bechtel Brothers owes you for painting work and materials in the amount of $660.63 plus interest.

This appears to be in reference to the Bechtel Brothers Contract No. 6646 for construction of the Spruce Street Bridge on FAS 478 in Union County.

The surety on this project is the Glens Falls Insurance Company through Bunn Insurance Agency, Box 672, La Grande. We will advise them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

cc: Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Bunn Insurance Agency
Box 672
La Grande, Oregon

2 Commissioners

Bechtel Brothers
P. O. Box 948
La Grande, Oregon

Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

File No. 4172
FILED
JUL 1 1966
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
JUL 5 1966
OREGON
STATE HIGHWAY COMMISSION

Clerk or Auditor
Oregon State Highway Commission
Bridge Division
Salem, Oregon

Notice is hereby given that the undersigned, S. L. DeHart dba Do-All-Painting has a claim for painting work and materials performed between May 18, 1966 and May 23rd, 1966 in the sum of $680.63 with interest thereon at the rate of 6% per annum from May 23rd, 1966 until paid, against the bond taken from Bechtel Brothers General Contractors, as principal and Glens Falls Insurance Company, as surety, for the work of reconstructing a bridge on Spruce Street in La Grande, Oregon.

This notice is given pursuant to ORS, Chapter 279.

Dated June 27th, 1966.

S. L. DeHART dba DO-ALL-PAINTING

By: S. L. DeHart

Route 1, Box 238
La Grande, Oregon 97850

CC: Bechtel Brothers
P. O. Box 948
La Grande, Oregon 97850

CC: Glens Falls Insurance Company
901 SE Oak Street
Portland, Oregon

RECEIVED
JUL 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Encl 1 to 3

6646

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1966

Robin & Mayer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

This is to acknowledge receipt of your letter dated June 14 and attached notice of claim of Birkenmeier Construction Company which states that Bechtel Brothers owes them $1,406.96 plus interest for materials.

This appears to be in connection with the Bechtel Brothers Contract No. 6646 for construction of the Spruce Street Bridge on FAS 478 in Union County.

The surety on this project is Glens Falls Insurance Company through Baum Insurance Agency, Box 872, La Grande. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Baum Insurance Agency
Box 872
La Grande, Oregon

2 Consignments

Bechtel Brothers
P. O. Box 948
La Grande, Oregon

Dear Tom McCall

(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

Claim File No 4156

FILED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

June 16, 1966

Secretary of State
State of Oregon
Salem, Oregon

Mr. Floyd Query
Secretary,
Oregon State Highway Department
Salem, Oregon

Re: Spruce Street Bridge, FAS 478
Oregon State Highway Contract 6646

Gentlemen:

Herewith Notice of Claim of Birkemeier Construction Company against the bond taken from Bechtel Bros. and Glens Falls Insurance Company on the noted contract in the amount of $1,408.96, together with interest thereon at the rate of 6 per cent per annum from the 1st day of December, 1965.

Kindly acknowledge receipt hereof.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc

Enclosure

JUN 20 1966

NOTICE OF CLAIM

TO: SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

MR. FLOYD QUERY
SECRETARY,
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

Notice is hereby given that the undersigned, BIRKEMEIER CONSTRUCTION COMPANY, has a claim for materials, i.e., timber, lumber and wooden forms, furnished between the 7th and 25th days of October, 1965, in the sum of $1,408.96, together with interest thereon at the rate of 6 per cent per annum from the 1st day of December, 1965, against the bond taken from BECHTEL BROS. GENERAL CONTRACTORS, as principal, and GLENS FALLS INSURANCE COMPANY, for the work known as Spruce Street Bridge on FAS 478, being Oregon State Highway Contract No. 6646.

This notice is given pursuant to ORS 279.502, et seq.

DATED this 16th day of June, 1966.

BIRKEMEIER CONSTRUCTION COMPANY

By Paul Birkemeier
14511 S. E. River Road
Milwaukie, Oregon

RECEIVED
JUN 3 - 1966
FOR FILING
EN-157(3)

June 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage, N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 23, 1966 on Contract No. 6649, Service Street Bridge section in Union County, in connection with Federal-Aid Project No. EN-157(3).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the work which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:

Conditions Noted on above date:

A. W. Parsons
Division Engineer

VG: ls
cc: H. S. Cox

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Spruce Street Bridge		WEEK ENDING: Feb. 11, 1966
		SECTION PREFIX: 531-1059
HIGHWAY: Spruce Street - FAS 478		COUNTY: Union
NAME OF JOB: Spruce Street Bridge	KIND OF WORK: Structure	
CONTRACTOR: Bechtel Brothers, P.O. Box 948 La Grande, Oregon	CONTRACT NUMBER: 6646	FEDERAL AID PROJECT NUMBER: ER-157(3)
DATE OF CONTRACT: July 13, 1965	DATE WORK STARTED: August 9, 1965	ESTIMATED COMPLETION DATE: March 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 152,871.07	SPECIFIED COMPLETION DATE: December 31, 1965	PERCENT OF TIME ELAPSED: 124%
EXCLUSIVE OF ENGINEERING: $ 142,000.24	ENGINEERING AUTHORIZATION: $ 10,870.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 91%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 142,000.24	ENGINEERING COST TO DATE: $ 9,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 85 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

misc. hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10745A							
PERCENT	91%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Snow			
MONDAY 7	snow			
TUESDAY 8	Snow			
WEDNESDAY 9	Snow			
THURSDAY 10	Ply cloudy			
FRIDAY 11	Overcast			
SATURDAY 5	Cloudy			

Routing
Insp.
Shop Insp.
Insp.
Sec.
Wms.
Electrical
Diver

RECEIVED
FEB 14 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No activity
MONDAY 7	General clean-up placing and lining up curb forms
TUESDAY 8	No activity the rest of this week
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 5	

REMARKS

Status: deck poured through out , right curb and handrail poured, pedestrian handrail 95% completed.

Next week: contractor plans to pour left curb and handrail.

George H. Hopkins ,by:

SIGNED Clair L. Kuiper LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES & GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM PR-33A (REV. 8-65) cc: OSHD (Klaboe) Region Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

ER

rc

REGION NO.	REPORT NO.	COUNTY	STATE
8	4	Union	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-28-66	R. A. Nichols, Area Engr		ER 157(3)
IN COMPANY WITH	Robert Poole, Assistant Bridge Engineer		
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Unsatisfactory	110 %	86 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

MT. GLEN-O-HEIL ROAD
SPRUCE STREET BRIDGE O.V.R. OVER GRANDE RONDE RIVER

(1) All the concrete has been poured up to the top of the deck. The forms for the left curb and parapet walls have been constructed.

(2) The carpenters were constructing platforms from which to pour the concrete on the day after this inspection.

One man was melting the ice within the curb forms by means of a propane torch. The excess water was then blown out of the forms. The forms will be covered and heated, so there will be no fozen material within the forms during the time of the pour.

(3) The test reports on two sets of record cylinders of the PORTLAND CEMENT concrete had been received. The minimum compressive strength of any of the 62 cylinders was 4295 lbs. The design minimum strength is 3300 psi.

No measurements were made during this inspection.

2/16/66
Copies to
Gaun
Cook
Parson
LP

RECEIVED
FEB 14 1966
ENGINEER
COUNTY & CITY DIVISION

EDITION OF 5-60 MAY BE USED

RECEIVED
JAN 31 1966
ENGINEER
COUNTY & CITY DIVISION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PRM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
IN COMPLIANCE WITH			
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED 73 %	WORK COMPLETED 40 %

REMARKS (A) COMPLETED WORK; (B) WORK IN PROGRESS; (C) COMMENTS AND RECOMMENDATIONS

(C) [illegible]

(1) [illegible]

(2) [illegible]

(3) [illegible]

(4) [illegible]

(5) [illegible]

(6) [illegible]

RECEIVED
JAN 31 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

NOTED
R. 1966FS

EDITION OF [illegible] MAY BE USED

[illegible] bond for the girders
[illegible].
[illegible] bond at [illegible]
[illegible] slip [illegible]
[illegible] of 1 1/2" and [illegible]. The [illegible]
[illegible] be [illegible]
[illegible]

[illegible] shall be [illegible]
[illegible] the [illegible] be [illegible] the [illegible]
[illegible] and [illegible] the [illegible] shall be
[illegible] 28 mm. It [illegible] the [illegible] of the [illegible]
[illegible]. They [illegible] of 1 1/2" as specified
[illegible] the [illegible] from the [illegible] of the
slab.

[illegible] of [illegible] shall be a
[illegible] per [illegible]. No. 2 was
3150 kgm, and 150 psi. Design strength was 3000
psi.

The [illegible] control [illegible] the materials
[illegible] and the [illegible] and the
[illegible].

(over)

RECEIVED
OCT 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FORM PR-2 (REV. 2-64) — U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-11-65

PROJECT REPORT NO. EP 157(3) 6646	STATE: Oregon
	COUNTY: Union
	PROJECT NO.: ER-157(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Spruce Street Bridge (La Grande), Mt. Glen Co. Rd. FAS 478.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-26-65	0.189
*OTHER (Specify)		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 159,838.	$ 100,867.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 11 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6908-P64

Oregon State Highway Department

Federal Aid
Project No. ER-157(3)

SPRUCE STREET BRIDGE (LA GRANDE) OF THE

MT. GLEN COUNTY ROAD FAS 478 IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 1, 1965

Type Code P.E.

Preliminary Engineering	All Required		3,500.00

Type Code X021
Bridge (#10745A)(Sta. 15+50 to Sta. 18+00)(Contract No. 6646)

Removal Work	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		7,500.00
Structural Excavation	550 cu.yd.	3.00	1,650.00
Structural Excavation, Below Elevation Shown	60 cu.yd.	5.00	300.00
Channel Excavation	1,200 cu.yd.	1.00	1,200.00
Furnish 10 BP 42 Steel Piling	480 lin.ft.	5.00	2,400.00
Drive Steel Piles	16 only	125.00	2,000.00
Splice Steel Piles	4 only	20.00	80.00
Class "A" Concrete	All Required		77,654.00
Metal Reinforcement	All Required		33,116.00
Metal Parapet Railing, Single Pipe	506 lin.ft.	5.90	2,985.40
Pedestrian Handrail	250 lin.ft.	16.00	4,000.00
	Subtotal		$135,885.40
	10% Engr. and Cont.		13,587.60
		Total	$149,473.00

Length of Structure . . . . . 0.047 mile

Type Code 6201
Roadway (Sta. 11+75 to Sta. 21+75)

Approved C.F.O. #1 Permanent Repair	All Required		$ 5,600.00
Temporary work County Force Labor, Equipment and Material	All Required		1,265.00
		Total	$ 6,865.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engr.	$ 3,500.00	$ 2,200.00	$ 650.00	$ 650.00
Structure	149,473.00	94,317.00	27,578.00	27,578.00
Perm. & Temp.	6,865.00	4,350.00	1,257.50	1,257.50
	$159,838.00	$100,867.00	$29,485.50	$29,485.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 531-1059

Oregon State Highway Department

Federal-Aid
Project No. ER-157(3)

SPRUCE STREET BRIDGE (LA GRANDE) OF THE MT. GLEN COUNTY ROAD FAS 478 IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 8, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 3,500.00

Type Code X021
Bridge (#10745A)(Sta. 15+50 to Sta. 18+00)

Removal Work	All Required		~~$ 10,000.00~~ 5,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	550 cu.yds.	$ 6.00	3,300.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Channel Excavation	1,200 cu.yds.	4.00	4,800.00
Furnish 10 BP 42 Steel Piling	480 lin.ft.	5.50	2,640.00
Drive Steel Piles	16 only	80.00	1,280.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (947 cu.yd. @ $75.00)	All Required		71,025.00
Metal Reinforcement (247,000 lbs. @ $0.13)	All Required		32,110.00
Metal Parapet Railing, Single Pipe	506 lin.ft.	6.00	3,036.00
Pedestrian Handrail	250 lin.ft.	12.00	3,000.00
	Subtotal		~~$136,991.00~~ $127,991.00
	10% Engr. & Cont.		~~13,699.00~~ 12,799.00
	Total		~~$150,690.00~~ $140,790.00

Length of Structure - - - - - - - - - - 0.047 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds	
Preliminary Engrg.	$ 3,500.00	$ 100.00	$ 700.00	$ 2,700.00	
Structure 140,790.00	~~150,690.00~~	4,600.00	30,138.00	~~115,952.00~~	106,052.00
144,290.00	~~$154,190.00~~	$4,700.00*	$30,838.00	~~$118,652.00~~	108,752.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds	County Funds
Temporary and permanent repair not covered by this contract.	$6,000.00 15,900.00	$350.00*	$1,200.00	~~$4,450.00~~ 14,350

*Note: This is a token-financed project and does not constitute a firm commitment. These amounts will be revised to full pro rata when and if Federal funds become available.

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1965

G. R. Brooks
Dist. Engineer

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project ER-157(3)
Spruce Street Bridge, FAS 478
Union County
Emergency Repairs

We hereby approve County Force Account procedures as a result of our January 26, 1965 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. Use of County Forces was considered to have been in the public interest in accordance with FPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's September 8, 1965 letter are approved. Established county rental rates must be supported by accounting records or if not available the alternative rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 0.189 miles of approach roadway at a total estimated County Force Account work amount of $1,400.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $880.00.

A finding regarding non-incidental permanent repairs on the project by County Forces was previously transmitted on August 16, 1965. We concurred in the contract award for the Spruce Street Bridge on July 26, 1965.

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SEP 28
ENGINEER
COUNTY DIVISION

NOTED

STATE COPY

Oregon State Highway Department

Federal Aid
Project No. ER-157(3)

SPRUCE STREET BRIDGE (LA GRANDE) OF THE

MT. GLEN COUNTY ROAD FAS 478 IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 1, 1965

Type Code P.E.

Preliminary Engineering	All Required		3,500.00

Type Code X021
Bridge (#10749A)(Sta. 15+50 to Sta. 18+00)(Contract No. 6646)

Removal Work	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		7,500.00
Structural Excavation	550 cu.yd.	3.00	1,650.00
Structural Excavation, Below Elevation Shown	60 cu.yd.	5.00	300.00
Channel Excavation	1,200 cu.yd.	1.00	1,200.00
Furnish 10 BP 42 Steel Piling	480 lin.ft.	5.00	2,400.00
Drive Steel Piles	16 only	125.00	2,000.00
Splice Steel Piles	4 only	20.00	80.00
Class "A" Concrete	All Required		77,654.00
Metal Reinforcement	All Required		33,116.00
Metal Parapet Railing, Single Pipe	506 lin.ft.	5.90	2,985.40
Pedestrian Handrail	250 lin.ft.	16.00	4,000.00
	Subtotal		$135,885.40
	10% Engr. and Cont.		13,587.60
		Total	$149,473.00

Length of Structure . . . . . 0.047 mile

Type Code 6201
Roadway (Sta. 11+75 to Sta. 21+75)

Approved C.F.O. #1 Permanent Repair	All Required		$ 5,600.00
Temporary work County Force Labor, Equipment and Material	All Required		1,265.00
		Total	$ 6,865.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engr.	$ 3,500.00	$ 2,200.00	$ 650.00	$ 650.00
Structure	149,473.00	94,317.00	27,578.00	27,578.00
Perm. & Temp.	6,865.00	4,350.00	1,257.50	1,257.50
	$159,838.00	$100,867.00	$29,485.50	$29,485.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 531-1059

477 Cottage Street NE.
Salem, Oregon 97301

August 16, 1965

08-35.4-DA

Dist. Engineer

By: G. R. Brooks
District Engineer

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project ER-157(3)
Union County FAS Route 478
County Force Order No. 1

Mr. Young's letter of August 5, 1965 furnished copies of subject Union County Force Order covering permanent restoration work of subject ER project. This letter ratifies in writing our August 2, 1965 tentative oral advance authorization to proceed with the proposed work on FAS 478.

We have approved the use of County force account procedures by use of labor, materials and equipment furnished by the County and under its direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The County owns or has under prior lease agreement sufficient available equipment and does not have to rent or purchase substantially more to perform the permanent restoration work expeditiously.

2. The project involves only local materials available in sufficient quantity or culvert pipe, bituminous material, and aggregate in stock or obtainable without delay from commercial sources for placement by county personnel.

Requirements for development of agreed unit prices are being waived due to emergency conditions with participation in costs to be determined on an actual cost basis. Equipment rental rates must be supported by the County's accounting records or be based on some alternative rates which must be supported and specifically approved by this office. Such rates also will be applicable to any equipment which may have been previously leased for the County's normal operations and not specifically obtained for the permanent restoration work involved herein.

A signed copy of the approved order is returned herewith.

Though County force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection

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AUG 16 1965
ENGINEER
COUNTY & CITY DIVISION

with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 10b of FPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in accord with an anti-collusion certificate to be furnished. Such procedures will be necessary since you are not relieved of responsibility for construction even though direct control of the work is under County supervision. Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

Attach.

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER-157(3), Item 101 Date July 28, , 1965

Highway FAS 478

County Union Prefix Account No.

Description of Work To Be Done:

Construction of Spruce Street Bridge approaches upon completion of ER contract.

Embankment in place.
Rock surfacing.
Asphaltic concrete wearing surface.

Estimate of Quantities and Costs:

Labor	All required	$1,400
Equipment	" "	1,400
Materials	" "	2,800
		$5,600

Explanation:

County has adequate equipment and personnel to perform the work with county forces more feasibly and economically than by contract.

Submitted by: E. Graham
County Judge

Approved: W. S. Cox

UNION COUNTY

FAS SYSTEM

Scale 0 1 2 4 MI. April 1964

"LEGEND"

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

E.R. PROJECT
FAS-478

WALLOWA COUNTY

UMATILLA

GRANT COUNTY

BAKER COUNTY

La Grande
Island City
Elgin
Imbler
Summerville
Rhinehart
Minam
Cove
Union
Telocaset
North Powder
Medical Springs
Pondosa
Alicel
Hilgard
Kamela
Lostine
Wallowa River
Grande Ronde River
Minam River
Little Minam River
Phillips Creek
Willow Creek
Indian Creek
Catherine Creek
Meadow Creek
Sheep Creek
Wolf Creek
Powder River
North Powder River
Lostine Creek
Owsley Canyon
Ladd Creek
Fine Point
Anthony Ck.
FAP-1
FAP-7
FAP-2-1
920
459
795
919
883
796
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483
544
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477
545
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503
496
970
80N
180N
To Pendleton
To Enterprise
To Baker
To Haines
To Joseph
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FOR FILING

August 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 9, 1965, on Contract No. 6646, Spruce Street Bridge Section, in Union County, in connection with Federal-Aid Project No. [redacted]-157(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

VC:cd

RECEIVED
AUG 5 - 1965
FOR FILING
ER-157(3)
6646

August 5, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for County Force Work No. 1 covering the cost of permanent flood restoration work on the FAS Route 478 in Union County in connection with Emergency Relief Project No. ER-157(3).

This work is necessary because of damage incurred as a result of the December 1964 flood.

The work consists of the construction of approaches to the Spruce Street Bridge, which is being reconstructed under U.S.B.R. Contract 6646, as soon as the bridge contract is completed. County forces have the equipment, materials and personnel to do the work and can perform the work more economically and expeditiously than by contract method due to the minor amount of work at one isolated location. The use of rental equipment is not anticipated.

The estimated cost of the work is $5,600 with Federal participation of $3,360.

This work was tentatively recommended for approval by the BPR Area Engineer, and the Field authorized to proceed, August 2, 1965. Your approval, under the provisions of PPM 21-6.3, as of that date, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:bb

cc: R. H. Chase
H. S. Cox

August 5, 1965

Union County Court
Courthouse
La Grande, Oregon

Approved Force Orders
ER Projects

Gentlemen:

The following force orders have been given tentative approval by the Bureau of Public Roads and you are now authorized to proceed with the work.

FAS	Project	Amount
478	ER-157(3)	$5,600.00
795	ER-157(1)	$4,500.00

Very truly yours,

E. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. A. F. Parson

NOTED
H. S. COX

NOTED
DON HARWELL

August 3, 1965

Union County Court
Courthouse
La Grande, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $30,600 for the Spruce Street Bridge Section of FAS 478. Contract No. 6646 has been awarded to Bechtel Bros. of La Grande.

A copy of the contract is enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer
by

VRJ:eb
Encl.

NOTED
NOTED
V R JONES

RECEIVED
JUL 29 1965

Form CD-31 (11-63) (Prev. by G.S.A. 306-16)

UNITED STATES GOVERNMENT

Memorandum

ER-157(3)
6646

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-EC

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-157(3)
Spruce St. Bridge
Structure

As requested in Mr. Young's letter of July 22, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 12, 1965 in the award of contract No. 6646 to Bechtel Bros., of La Grande, Oregon, low bidder in the amount of $135,885.40 at the June 29, 1965 bid opening.

REFERRED TO Young 7-29-65
By Asst. State Hwy. Engr.

FEE KLAMATH
NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 23 1965
FOR FILING
ER-157(3)
6646

July 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of July 1, 1965, is requested in the award of contract for the Spruce St. Bridge, Project No. ER-157(3).

The contractor receiving the award is Bechtel Bros. of La Grande, in the amount of $135,885.40, with Contract No. 6646 assigned. This bid was received on June 29, 1965, and awarded July 6, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

Form A-129

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section	Spruce Street Bridge	**Contract No.**	6646 (BR)
Highway	Spruce Street - FAS 478	**F. A. Project No.**	ER-157(3)
County	Union	**Job Prefix**	531-1059
Kind of Work	Structure - Bridge No. 10745A	**Date of Award**	July 13, 1965
Contractor	Bechtel Brothers, P.O. Box 948, La Grande, Oregon	**Division Engineer**	A.F. Parson
Specified Work Days	Completion By December 31, 1965	**Resident Engineer**	George Hopkins

NOTED P. B. Arensmeier

CONSTRUCTION AUTHORIZATION

Contract amount	$135,885.40
Additional anticipated items:	
NONE	
	-0-
Subtotal	$135,885.40
Contingencies (4½%)	6,114.84
Construction Engineering (8%)	10,870.83
Subtotal	$152,871.07
Credit for maintenance rock	
Total original construction authorization	$152,871.07

NOTED RICHARD UNREIN

NOTED NOTED R. H. PRANGE U. S. C. & H.

NOTED DON HARWELL

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

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SEP 20 1965
FOR FILING
ER-157(3)
6646

July 12, 1965

Rochtel Bros.
P. O. Box 948
La Grande, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for the Spruce Street Bridge over the Grande Ronde River in La Grande in Union County for the sum of $135,885.40 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6646.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

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JUL 2 - 1965

ER-157(3)

6646

Salem, Oregon
June 25, 1965

Construction-Finance Agreement
Spruce Street Bridge
ER-157(3), FAS 478
Union County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Division

MISC. CONTRACTS and AGREEMENTS no. 2844

Attached is a conformed copy of a construction-finance agreement with Union County covering the above-named subject.

A fully executed copy of th agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Union County.

Secretary

rm
Attach: 1

RECEIVED
JUN 25 1965

FORM CD-121
(REV. 10-61)
A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-157(3)

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 14, 1965

In reply refer to: 08-35.2-DA

6646

FROM: A. M. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-157(3)
Spruce St. Bridge
Bridge Reconstruction

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project, and any utility adjustment work will be non-reimbursable, as indicated in Mr. Holt's and Mr. Litchfield's June 9 and June 10, 1965 reports.

The Supplemental Standard Specification to Article 8-8 adding both a comma after the term "Temporary suspension of work" and inserting the word "strikes" as a possible cause for an increase in time is approved for this specific project. However, these additions, by separating the above-mentioned term on suspensions, appear to have extended the causes for time extensions to those listed in Article 8-6 including unsuitable weather, acts of God, or contractor failures. Prior to our concurrence in award of contract, we would appreciate your advice as to whether this is your intent. In any event consideration should be given to making failure on the part of the contractor an exception.

Mr. Young's June 10, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

NOTED
R. L PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 8-64
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JUN 14 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
ALBANY
FOR FILING
DAVID B. SIMPSON, MEMBER
PORTLAND

ER 157(3)
6646

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 11, 1965

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97203

Gentlemen:

Spruce Street Bridge
Spruce Street Rd. .78
Union County
Bridge No. 12746A

Attached is one print of the title sheet and drawing No. 18995 which is the plan and elevation of the subject bridge.

We plan to call for bids for the construction of this bridge on June 29, 1965 or soon after.

This project is on the Emergency Relief program, and we have, therefore, called you by phone and obtained your approval with the stipulation that the submission be limited to the minimum and that Mr. W. H. Bacon, District Supervisor, Region 4, P. O. Box 339 of La Grande be notified at the beginning of the contract so that he might discuss ways and means with the contractor of fulfilling this requirement.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memo. M1-5-63 dated June 12, 1963.

Very truly yours,

NOTED
F.B. KLABOE

Ivan D. Hartwig
Bridge Engineer

IDH-TCR:mm
Attachment --

cc: Mr. A. F. Parsons (2)
Mr. Fred Klaboe
Mr. L. H. Young
Mr. Frank Hall
Mr. F. D. Morgan
Mr. J. E. Morelock

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ER
Let 6/29/65

June 10, 1965
(date)

NOTED
R. H. PRANCE

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Union County Court
Courthouse
La Grande, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 478

Section Spruce Street Bridge (ER project)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

June 11-1965
(date)

By L. L. Graham, Judge

By Donald D. Hug
Commissioner

By _____
Commissioner

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JUN 14 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 11 1965
FOR FILING

FORM S-502 — 5M — 1-65 SP*6416-734

EP-157(3)

6646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Supplemental to Utility R/W Status Report for June 29, 1965 Contract Letting

ER PROJECTS:

5. **SPRUCE STREET BRIDGE:** Structure
FAS 478, Union County

California Pacific Utilities Company owns a 2-inch gas main located on public road right of way near the east side of the existing structure. This line was washed out during the January flood and is now serving the area by a temporary line on the stream bank.

If the temporary line is in conflict it will be moved to accommodate bridge construction.

A permanent gas main will probably be installed by the company through one set of utility holes designed in the new structure.

All of this will be done at no cost to the State and we anticipate no delays.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F B. KLABOE

FGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young (2)

RECEIVED
JUN 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1965
FORM E-80 BOM 72-62 SALEM

FOR FILING
ER-137(3)
6646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1965

SUBJECT: Right of Way Status Report
Spruce Street Bridge: Structure
June 29 Bid Opening

To:
Mr. L. H. Young
Office Engineer

BUILDING

This will advise you that no additional right of way is required for the Spruce Street Bridge Project in Union County. As a consequence, no relocation advisory assistance or relocation payments are required.

We know of no reason that the contractor may not enter on date of award and proceed to full use and occupancy of the project right of way.

G. E. ROHDE
Chief Counsel

By Laurence A. Holt
Laurence A. Holt
Administrative Right of Way Agent

SM
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison

F. B. KLABOE
NOTED

FORM PR-33A(1) (REV. 9-64)

cc OSHD (F Klaboe)
OSHD (Bridge)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Union	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
4/20/65	L. C. Jensen, Area Engineer		ER 157(2)

IN COMPANY WITH: Bruce Clausen, LaGrande City Manager

LOCATION OF IMPROVEMENT: Spruce Street, FAS Route 478, LaGrande (city)

RECEIVED
MAY 11 196
ENGINEER
COUNTY & CITY DU

CONTRACTOR NAME AND ADDRESS

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	**EST. COMPL. END OF MO.**
		%	%	%

ROADBED (Width _____ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
Restore roadway, shoulders and sidewalls					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

SPRUCE STREET
LaGRANDE, OREGON

Traffic was routed over Monroe Avenue when the undercrossing on the Wallowa Highway was being pumped out during the December 1964 flood. Three driveway sidewalks were removed to allow flood waters to cross from private property into Spruce Street and flow easterly to the Grande Ronde River channel.

An inspection showed the damage on Monroe Street was caused by traffic using this as a detour. The shoulder damage on Spruce Street MP 6.40 - 6.67 is of a minor nature and is on the portion of Spruce Street, right of centerline, which is on the county portion of the route in this area. The 30' of sidewalk repair and the street repair on Monroe Avenue and shoulder repair MP 6.40 - 6.67 is recommended ineligible for repair by emergency funds.

5/10/65
Copies to
Young
Huntley
Cote
Parson
Jr.

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

2—STATE HIGHWAY DEPARTMENT COPY

RECEIVED
MAR 12 1965
FOR FILING
ER-152(3)
6646

March 11, 1965

The Honorable Daniel A. Thiel
State Senator
State Senate
State Capitol Building
Salem, Oregon 97310

Dear Senator Thiel:

During the hearing on this Department's budget February 24, I believe you asked whether or not the new location of Interstate 80N in the La Grande area might obviate the necessity of the City's replacing the Spruce Street bridge.

The precise location for Interstate 80N has not been determined in the immediate vicinity of La Grande. Work will start on this section reasonably soon, but I do not anticipate that an approved location can be had earlier than, possibly, 18 months. As you know, we must go through public hearing procedures and reach general agreements with local officials before a route location can be finalized. It is the hope of the Department to find a location closer to the Union Pacific railroad than the Spruce Street crossing of the Grande Ronde River.

While I can only speculate, I do not believe at this time that the 80N location would provide a suitable substitute for the Spruce Street structure. If you would like to see maps of the area upon which we have some very tentative lines, we would be glad to review the subject with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. B. Sipprell
A. F. Parson
Rep Don McKinnis 3/12/65

RLP:ms bjs by Mr Sipprell

FORM FR-33A(1) (REV. 9-64) cc: OSHD (F Klaboe) OSHD (Bridge) Region Wash DC

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

NOTED John F. Hagemann

RECEIVED MAY 11 1965 ENGINEER COUNTY & CITY DIVISION

INITIAL INSPECTION REPORT

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Union	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
2/16/65	L. C. Jensen, Area Engineer		ER 157(3)

IN COMPANY WITH: Alfred Shirley, Jr., Asst. Division Engineer, OSHD

LOCATION OF IMPROVEMENT: Mt. Glen County Road, FAS Route 478

NOTED John F. Hagemann

CONTRACTOR NAME AND ADDRESS:

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	**EST. COMPL. END OF MO.**
		%	0 %	0 %

ROADBED (Width _____ Feet 0, to 0, of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Restore structure, approaches, clear debris, restore pavement.								

REMARKS

MT. GLEN COUNTY ROAD
SPRUCE STREET BRIDGE OVER GRANDE RONDE RIVER

Flood waters of the Grande Ronde River destroyed the existing 150' steel truss bridge and the roadway approaches.

Work consists of preliminary engineering, debris clearance, removal of old structure, restore roadway embankment approaches and pavement. This work is recommended eligible for emergency funds.

It is anticipated the debris clearance, embankment for approaches and roadway pavement will be accomplished by county forces and the bridge will be by contract.

5/10/65 Copies to Young Hamilton Gopt Larson 99

Structures and approaches	$95,000
Debris clearance	2,500
Preliminary engineering	3,500
Total	$101,000

NOTED V.R. [illegible]

RECEIVED MAY 7 1965 OFFICE OF STATE HIGHWAY ENGINEER

2—STATE HIGHWAY DEPARTMENT COPY

RECEIVED
FEB 10 1965
COUNTY ENGINEER
COUNTY CITY DIVISION

BRIDGE PROJECT REQUESTED BY Union COUNTY Date Feb 4th, 1965

Is this to be a County project? ___Yes ___No

Is this to be an ER project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Spruce Street

   FAS Number 478

2. Name of river or stream Grande Ronde

3. Name of bridge Riverside Park Bridge

4. Location (Please attach map with location marked):

   Section_____ Township_____ Range_____ W.M.

5. Desired width of bridge 30 ft

6. Are sidewalks desired? X Yes ___No

7. Width of sidewalks 5 ft

8. Is sidewalk desired on upstream side of bridge? ___Yes X No

9. Is sidewalk desired on downstream side of bridge? X Yes ___No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired: _____

    _____

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

    _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes _X_No

16. Can road be closed during construction? _X_Yes ___No

17. Will detour be required? ___Yes _X_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? _X_Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes _X_No

22. State width of traveled roadway: 22 ft oil Width of shoulders: 4

23. Will additional right-of-way be required? ___Yes _X_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes ___No

27. Will old bridge be removed by contractor? ___Yes _X_No

28. Will old bridge be removed by County? ___Yes _X_No

} Bridge Wash out

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? ___Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _X_No

33. Does County wish complete job of illumination in project? ___Yes _X_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _X_No Size_____

(b) Sanitary sewer mains: ___Yes _X_No Size_____

(c) Storm sewer: ___Yes _X_No Size_____

(d) Gas mains: _X_Yes ___No Size_____

(e) Power lines: ___Yes _X_No

(f) Telephone lines: ___Yes _X_No

(g) Other utilities? none

35. What is desired date for letting? as soon as possible

Remarks

By E Graham
County Judge

By Bernal D Hug
Commissioner

By P W. Schaad
Commissioner

S-524(2) Lone Pine Br. on the Lee-McKinley Rd. E. of Coquille 1965

#6647

QL.A 2839

FORM S-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 2, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
H. S. COX

NOTED
P. B. Ammeter

R. H. PRANCE

NOTED
RICHARD UNREIN

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Lone Pine Bridge
FAS Route 914

In accordance with an agreement dated January 27, 1965 the amount of $2,559.87 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

NOTED
DON HARWELL

RECEIVED
DEC 17 1965
FOR FILING
S-524(2)
6647

December 17, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6647 awarded to Baughman and Son, Inc., for the Middle Creek (Lone Pine) Bridge on the Lee-McKinley Road (FAS 914) in Coos County was completed on November 15, 1965, and accepted by the Highway Commission on December 15, 1965.

Final payment in the amount of $3,399 will be released to the contractor after December 24, 1965. The total contract amount is $65,120.98 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 16 1965
FOR FILING

S-524(2)
6647

December 15, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1965, on Contract No. 6647. The contract was with Baughman and Son, Inc. and was for bridge construction on the Hidalo Creek Bridge Section of FAS Route 914 in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1965, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klabee
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
F. D. Morgan
L. R. Chandler

bg

RECEIVED
NOV 23 1965
FOR FILING

S-524(2)
6647

November 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 15, 1965, on Contract No. 6647(BR), Middle Creek (Lone Pine) Bridge Section, in Coos County, in connection with Federal-Aid Project No. S-524(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

HERimb
cc: H. S. Cox

Form A-120

FAS 914 Coos Co

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

NOTED
P. G. Arensmeier

Section	Middle Creek (Lone Pine) Bridge	**Contract No.**	6647 (BR.)
Highway	Lee - McKinley Road - FAS 914	**F. A. Project No.**	S-524(2)
County	Coos	**Job Prefix**	506-1012
Kind of Work	Structure - Bridge No. 9445	**Date of Award**	July 20, 1965
Contractor	Baughman and Son Inc. 2770 Woodland Drive, Coos Bay, Oregon	**Division Engineer**	L.R. Chandler
Specified Work Days	Completion by December 15, 1965	**Resident Engineer**	Eugene Ash

NOTED
L. S. COX

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 67,980.00

Additional anticipated items:

NONE

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JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

	-0-
Subtotal	$ 67,980.00
Contingencies (4½%)	3,059.10
Construction Engineering (8%)	5,438.40
Subtotal	$ 76,477.50
Credit for maintenance rock	
Total original construction authorization	$ 76,477.50

Authorization increases, approved by Commission:

	$
	NOTED RICHARD VANREIN
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
AUG 20 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
4

FORM PR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-9-65

STATE
Oregon

COUNTY
Coos

PROJECT NO.
S-524(2)

6647

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.2 Mi. E. of Jct. FAS 252

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.039
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 74,778.00	$ 47,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 9, 1965

Oregon State Highway Department

Federal Aid
Project No. S-524(2)

MIDDLE CREEK (LOWE PART) BRIDGE ON

LOWE-BROCKWAY ROAD, FAS 524 IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1965

Type Code 1021
Structure (Sta. 3+26 to Sta. 5+33) (Contract No. 6647)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	240 cu. yd.	10.00	2,400.00
Structural Excavation Below Elevation Shown	30 cu. yd.	15.00	450.00
Furnish 10 HP 42 Steel Piling	350 lin. ft.	5.00	1,750.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (528 cu. yd.)	All Required		42,240.00
Metal Reinforcement (131,000 lbs.)	All Required		16,000.00
	Subtotal		$67,980.00
	10% Engr. & Cont.		6,798.00
		Total	$74,778.00

Length of Structure - - - - - - - - - - - 0.039 mile

Federal Funds -	$47,000.00
State Funds -	13,889.00
County Funds -	13,889.00
	$74,778.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 4 - 1965
FOR FILING
S-524(2)
6647

August 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 27, 1965, on Contract No. 6647, Middle Creek (Lone Pine) Bridge Section, in Coos County, in connection with Federal-Aid Project No. S-524(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WG:bb

RECEIVED
SEP 20 1965
FOR FILING
S-524(2)
6647

July 20, 1965

Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for Lone Pine Bridge on the Lee-Halfway Road in Coos County for the sum of $67,980.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6647.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gp

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Marchant

RECEIVED
JUN 24 1965
FOR FILE
6647

Salem, Oregon
June 21, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2839

Construction-Finance Agreement
Middle Creek Lone Pine Bridge
FAS 914, Coos County

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Division

Attached is a partially signed copy of a construction-finance agreement with Coos County covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretary

ru
Attach: 1

FAS 914

NOTED
H. S. COX

NOTED
DON HARWELL

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

June 8, 1965

NOTED
L. [illegible]

H.X. Cox
City & County Relation Engineer
State Highway Department
Salem, ;Oregon

RECEIVED
JUN 9 - 1965
ENGINEER
COUNTY & CITY DIVISION

Dear Cy,

Enclosed is a copy of a deed to Coos Counry from Moore Mill.

The Churchill deed is o.k. Do hope you have a copy of the signed option.

Thanks a million for all the help.

Yours sincerely,

J.J. Geaney

JJG:il
enc.

Is This Lone Pine Br. Dr. ?

NOTED
V R JONES

MEMO TO R. N. CHASE LONE PINE BRIDGE SECTION Date: May 10, 1965

FAS 914, COOS COUNTY

NOTED
DON HASWELL

TERMINI: Bridge over Middle Creek 0.5 miles east of McKinley.

NOTED
H. S. COX

PROPOSED WORK: Construct reinforced concrete bridge.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

PROJECT LENGTH: 0.039 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$80,000	$48,000	$16,000	$16,000	(County)

EXISTING FACILITIES: Log span bridge with P. T. approaches in very poor condition. Crib piers continually catching debris. Present bridge is too narrow 15'3" and there are extremely severe curves at each end.

ADJACENT SECTIONS:
NORTH/[redacted] END: FAS 252

SOUTH/[redacted] END: 18' gravel, 2' shoulders

PROJECT DATA: Construct a reinforced concrete bridge 207' long and 28' wide on improved alignment. County will construct 0.2 miles of new alignment which includes the approaches to the new structure.

RIGHT OF WAY: 110' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA:
See S-524(1)

NOTED
V. R. [illegible]

VRJ:eb

11. 6/29/65

May 6, 1965
(date)

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
H. S. COX

Attention: Hon. J. J. Geaney

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
[illegible]

Highway FAS 914

Section Lone Pine (Middle Creek) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 10 1965
ENGINEER
COUNTY & CITY DIVISION

4-7-65
(date)

By J J Geaney

By Charles M. Washburn
Commissioner

By Thomas O. Davis
Commissioner

Copy to Young

Fas 914
Coos Co

NOTED
R. H. PRANGE

April 30, 1965

NOTED
TOM HARWELL

Board of County Commissioners
Courthouse
Coquille, Oregon

NOTED
H. S. COX

P. B. Arensmeier

Gentlemen:

Enclosed are two original option forms in triplicate covering right-of-way to be acquired in connection with Lone Pine Bridge Section of the Lee McKinley County Road (FAS 914) in Coos County.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

Also enclosed are three prints of Map No. 1R-3-1386 covering this area and bearing our date of April 21, 1965.

File No.	Name	Area
37825-A	Clarence E. Churchill, et ux	0.55 acre
37825-B	Moore Mill & Lumber Co.	1.1 acres

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones,
Planning Engineer

VRJ:mm
Encl.

cc: R. M. Allison, County Engineer

NOTED
V. R. JONES

FAS 914

FORM S-502—GOM—1-65 SP°6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 30, 1965

To: Mr. H. S. Cox
County & City Engineer
Highway Building

SUBJECT: OPTIONS
Lone Pine Bridge Section
Lee McKinley County Road
Coos County

Attached you will find two original option forms in quadruplet covering right of way to be acquired in connection with Lone Pine Bridge Section of the Lee McKinley County Road in Coos County.

Please return a signed or conformed copy of each option to this office so that we may inform the Engineers of the conditions, if any, on each transaction.

We are attaching four prints of map No. LR-3-1386 covering this area and bearing our date of April 21, 1965.

File No.	Name	Area
37825-A	Clarence E. Churchill, et ux	0.55 Acre
37825-B	Moore Mill and Lumber Co.	1.1 Acre

EARL F. SALING
Right of Way Office Manager

MC:jm
encs. 2 Options
4 Prints

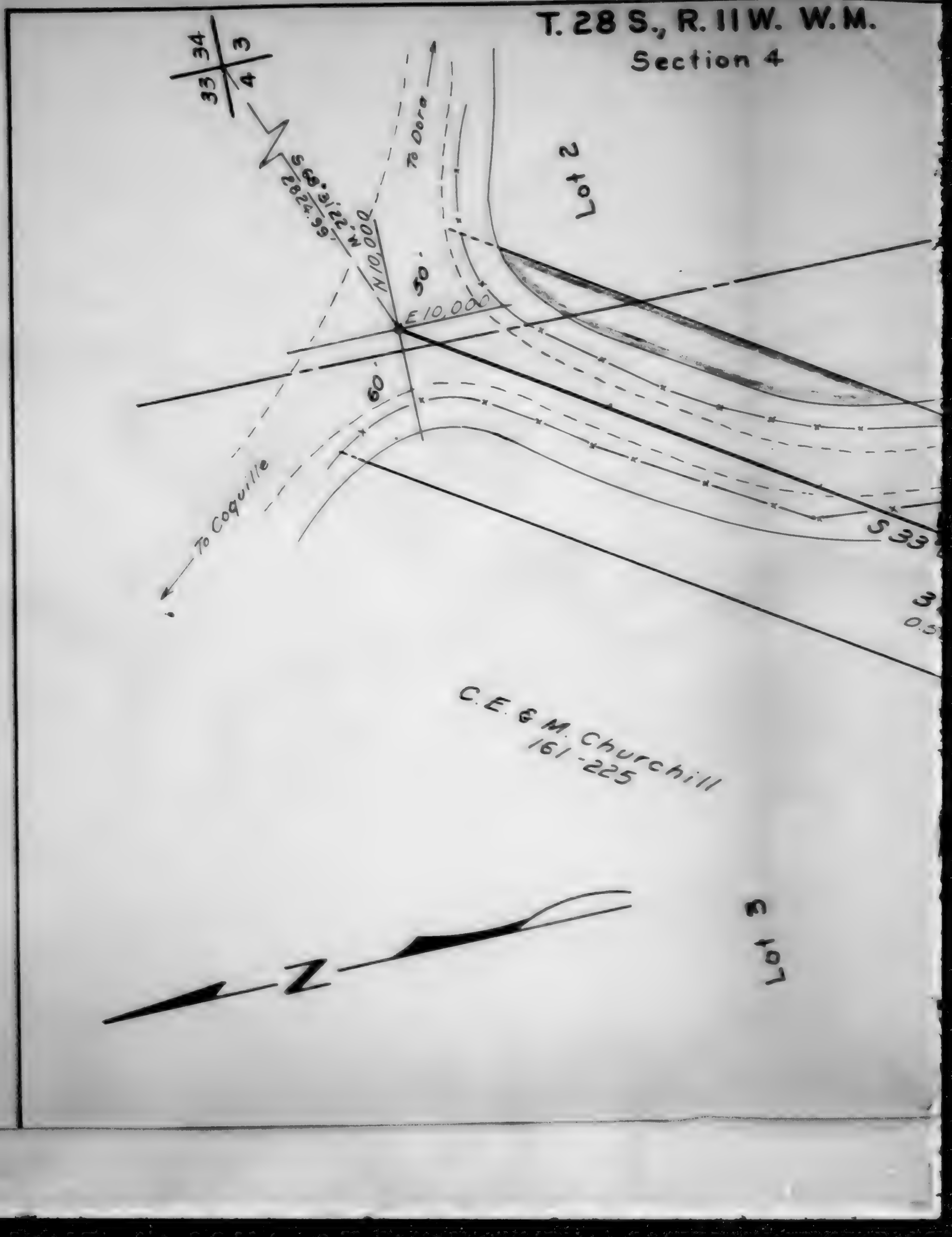
cc: L. W. Riley-1 Print

L. R. Chamiler-1 Print

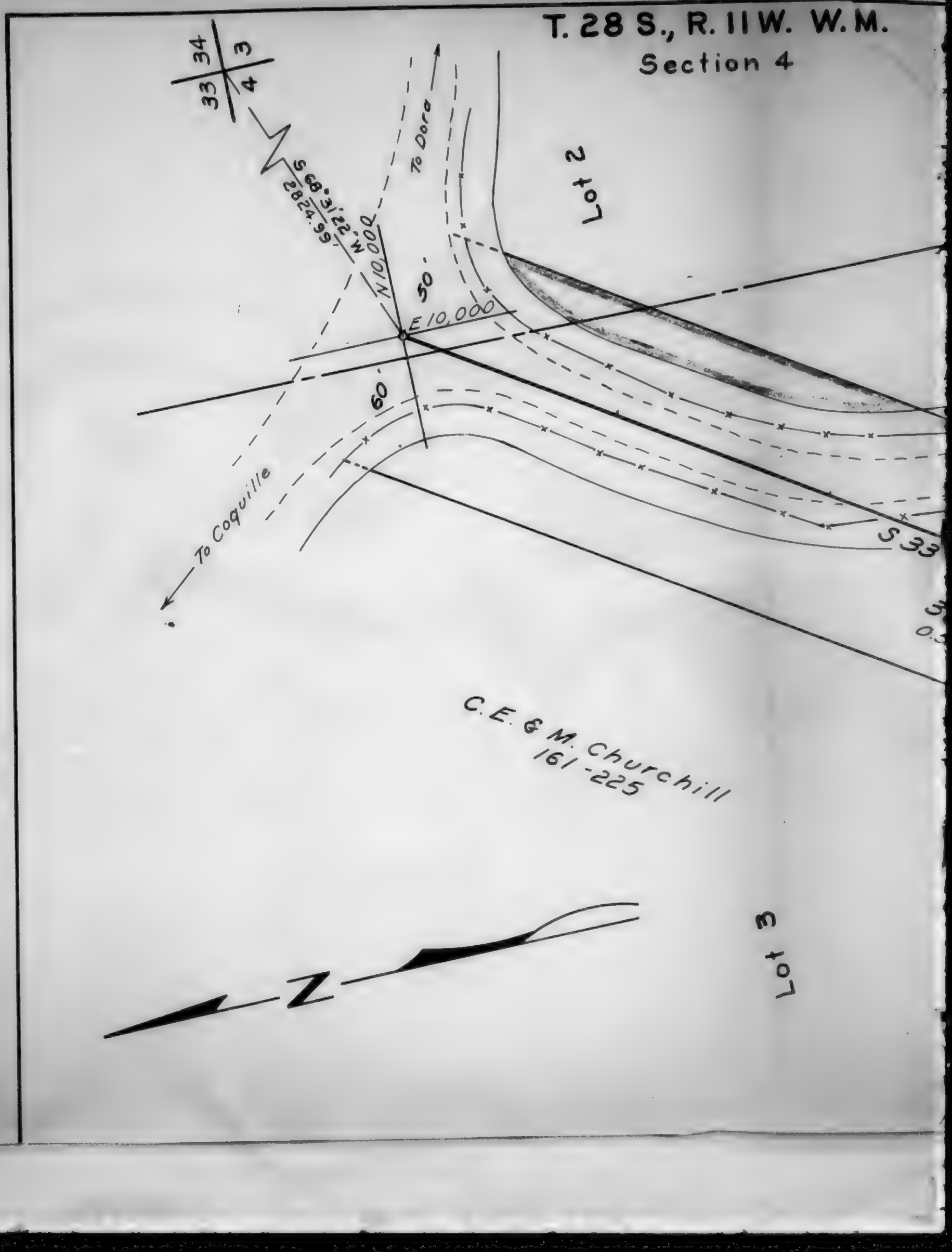
TO Coos County 4-30-65 J.S.

T. 28 S., R. 11 W. W.M.

Section 4



T. 28 S., R. 11 W. W.M.
Section 4



SE ¼ NW ¼

6+59.61 P.I.
N 9446.81
E 9640.75

+10.82

6+66.55 P.C.S.

6+10.82 P.S.C.

20°CL
Ta=61°08'45"
Ts=298.79

250' Sp.
S=25.00
e=8.0

N 9500
E 10,000

CREEK

37825 (B)
1.10 Ac.

37825 (A)
0.55 Ac.

3+60.82 P.S.

+60.82

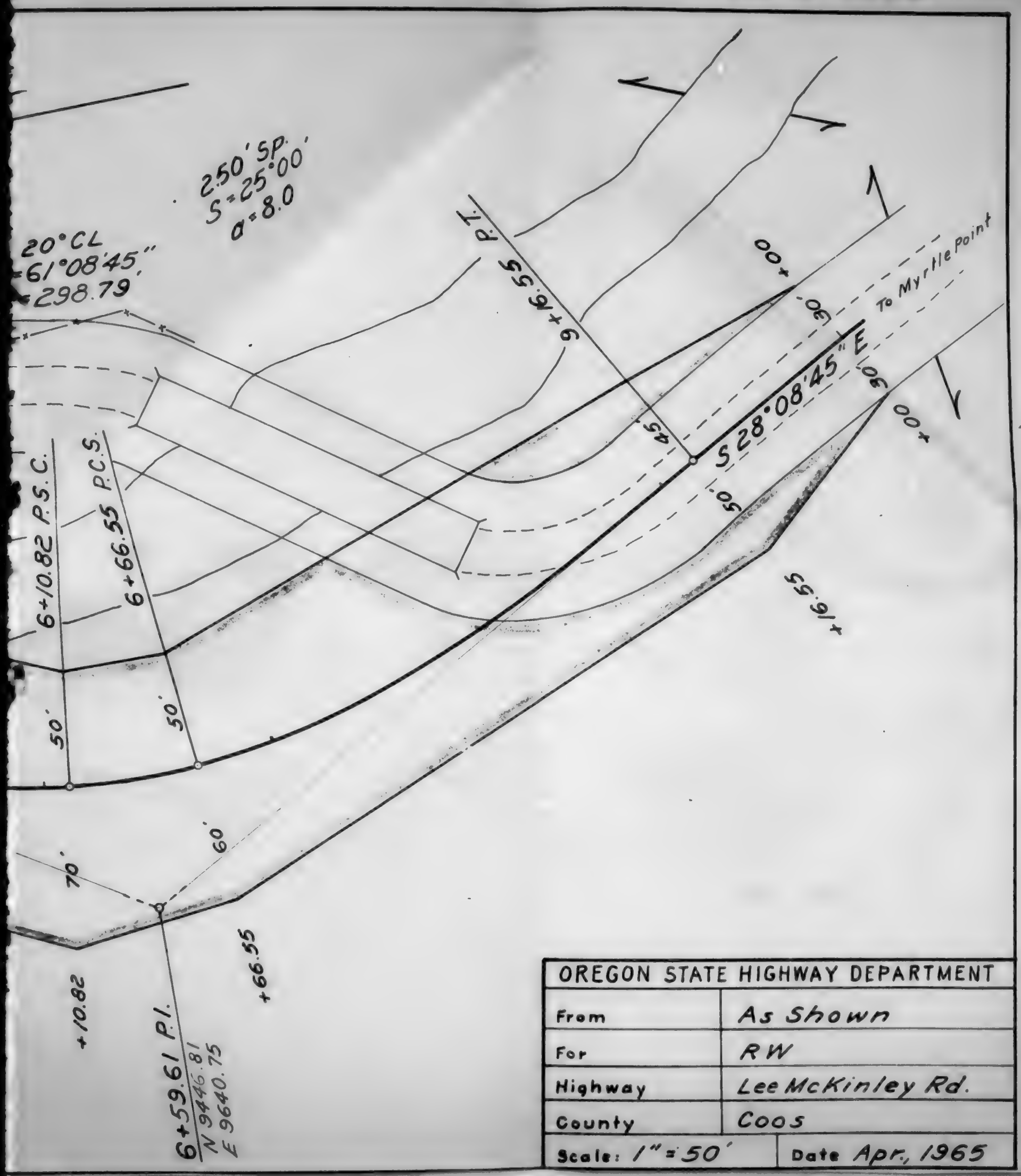
MIDDLE

S 33°00'00" W

Moore Mill & Lumber Co
230.576,9

M.

IR-3-1386



OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	Lee McKinley Rd.
County	Coos
Scale: 1" = 50'	Date Apr., 1965

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

NOTED
H. S. COX

P. B. Arensmeier

Section LOWE PINE BRIDGE Highway F.A.S. 914 County COOS Prefix 506-1455

Des. Engr. R. D. Johnson Approx. Length 0.25 Miles. Sta. _____ to Sta. _____ Date 4-30-65

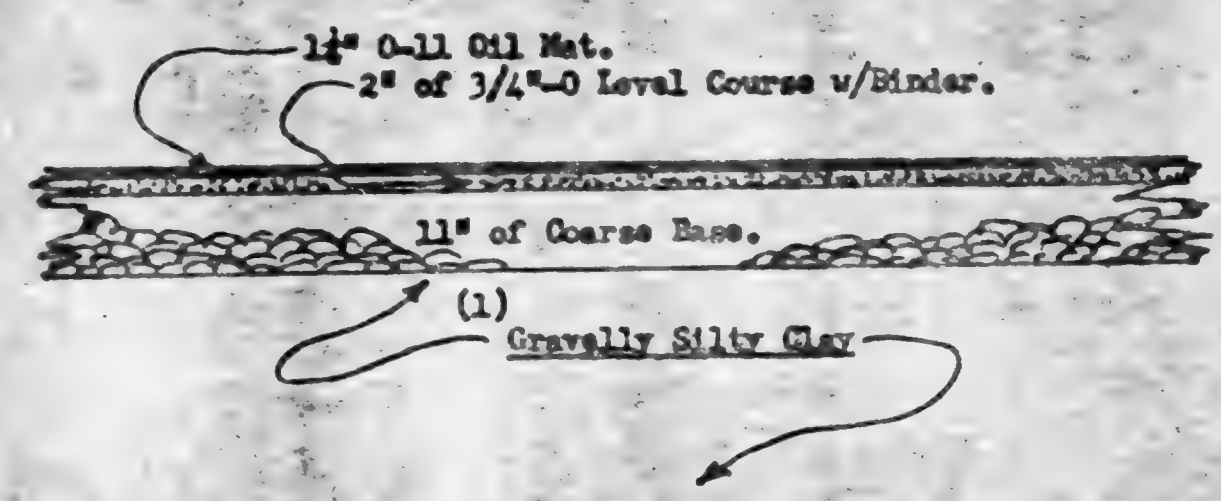
Truck A.D.T. 6 Traffic Coefficient 5.6 18 kip s.a. per day 4.2.

Annual Precipitation 62" Frost Penetration - - - - - - - -.

(1)
Typical Soil
42 LL
14 PI
%P 10
40 %P200
46 %Gravel
7 %C Sand
7 %F Sand
19 %Silt
21 %Clay
36 "R" Value
(Unsoaked)

AASHO CLASSIFICATION:
A-7-6 (3)

MATERIAL SOURCES:
Available from County or Commercial sources.



CBR Total Req.	Credit	Actual Thick.	
	1½	1½	0-11 L
	2	2	
	11	11	Coarse Base
14½	14½	14½	

NOTED
DON HARWL

NOTED
R.H. PRANGE

NOTED
W.D. JONES

Submitted by [signature] Staff Assistant Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer Approved by [signature] Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County - City (2)

5-7-30-65

SECTION: LONE PINE BRIDGE

HIGHWAY: F.A.S. 914

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 44 (Total)

B. Future ADT 75 (Total)

C. Mean ADT 60 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 20 (ADT Basis) (Logging Area)

G. Trucks (in one direction) $\frac{F}{2}$ = 10 x (C) 60 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.8

SECTION: LONE PINE BRIDGE

HIGHWAY: F.A.S. 914

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

State participation is for location survy to prepare plans, specifications and estimates for structure replacement. Coos County will construct approaches. Project Base Design provided to assure ample subgrade width.

Fus 914
Coos Co.

FORM E-30X 30M 3-62 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
P. B. Arensmeier

NOTED

Salem, Oregon
April 21, 1965

SUBJECT: Lone Pine Bridge Section
Lee McKinley County Road
Coos County

To: Mr. W. T. Wright
Right of Way Engineer
Office

NOTED
R. H. PRANGE

NOTED
H. S. COX

Attached are 2 descriptions and an authorization covering Right of Way for the subject project, which is to be acquired by Coos County.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FDS:hc

cc: Mr. H. S. Cox ✓

RECEIVED
APR 21 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R

Salem, Oregon
April 6, 1965

Lone Pine Bridge
FAS 914, Coos County

Mr. J. E. Morelock
O F F I C E

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
H. S. COX

The survey data on the above bridge has been examined and is found to be consistent with the project requested by Coos County and approved by the Highway Commission.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

March 19, 1965

NOTED IN HARWELL

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Attention: Mr. J. J. Geeney

Dear Bob;

Replying to your letter of March 18, please be advised that the tentative schedule of [redacted] is June 29. I talked to Bobby Johnston a few days ago the survey is almost complete.

Yesterday I talked with Bill Tebeau regarding the estimates on Coos River County Road FAS 255 and was informed that it would be forthcoming soon. You will receive a copy as soon as I get it.

The Tanner Creek-Remote Section Map (#23-24-3), State Highway #35, that you received is a right-of-way map, sent to you as a matter of courtesy. We have instructions to supply counties with these maps as soon as our right-of-way is reasonably certain.

This office is in receipt of another communication from you in regard to a "dam" the state helped build. I assume you are referring to the Stringtown Bridge Section of FAS 251 that was constructed in 1961. This problem has been turned over to Mr. Bill Tebeau of our construction division and he will conduct a hydrologic study as soon as work load permits. When this study is complete you will be furnished results of same.

This lengthy epistle is now ended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

NOTED
R. H. PRANGE

March 18, 1965

NOTED
R. M. ALLISON

Mr. H. S. Cox
County -City Engineer
State Highway Department
Salem, Oregon

NOTED
H. S. COX

NOTED
R. M. ALLISON

Dear Cy,

Could you tell us where we are on the Lone Pine Bridge at McKinley. - Scheduled June 29.

Did the State boys come up with any figures on the estimates of costs on Coos River County Roads. next week or 2

We received the map from you outlining State Highway 42 plans for the Tanner Creek-Remote section. R/w maps

Is this scheduled for letting contract, if so what are the dates.

Yours sincerely,
Board of Commissioners

J. J. Geaney

J. J. Geaney,
Chairman

JJG:il

RECEIVED
MAR 19 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 23 1965
ENGINEER
& CITY DIVISION

NOTED
P. B. Arensmeier

Prefix No. 506-1455

LOCATION PROSPECTUS
LONE PINE BRIDGE SECTION
FAS 914, COOS COUNTY

NOTED
H. S. COX

NOTED
DON HARWELL

2-19-65

HIGHWAY: Lee-McKinley County Road, Federal-aid Secondary No. 914.

TERMINI: North end at intersection of Coos Bay Wagon Road and Lee-McKinley Road. South end approximately 1,300 feet southerly of said intersection.

NOTED
R. M. ALLISON

LENGTH: 0.25 mile.

NOTED
R. H. PRANGE

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of a narrow obsolete timber structure over Middle Creek on new alignment. The contract will be for the bridge only. The county will construct the approaches. The existing bridge will remain in place and serve as a detour during construction. Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed. This is an FAS-C project using 1966 funds.

CHARACTERISTICS: Existing ADT 44, projected ADT 75. The rise and fall and central angle of the proposed project will be approximately 8 feet and 68 degrees respectively.

STANDARDS: Class "E". Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

BRIDGE: The new structure will have a horizontal clearance of 28 feet.

ACCESS: No control.

BASE: Tentative design for construction is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	2 " Leveling
Bottom Course Base	12 " Coarse Base
Total Depth	15-1/4"

MATERIAL: Available from County or commercial sources.

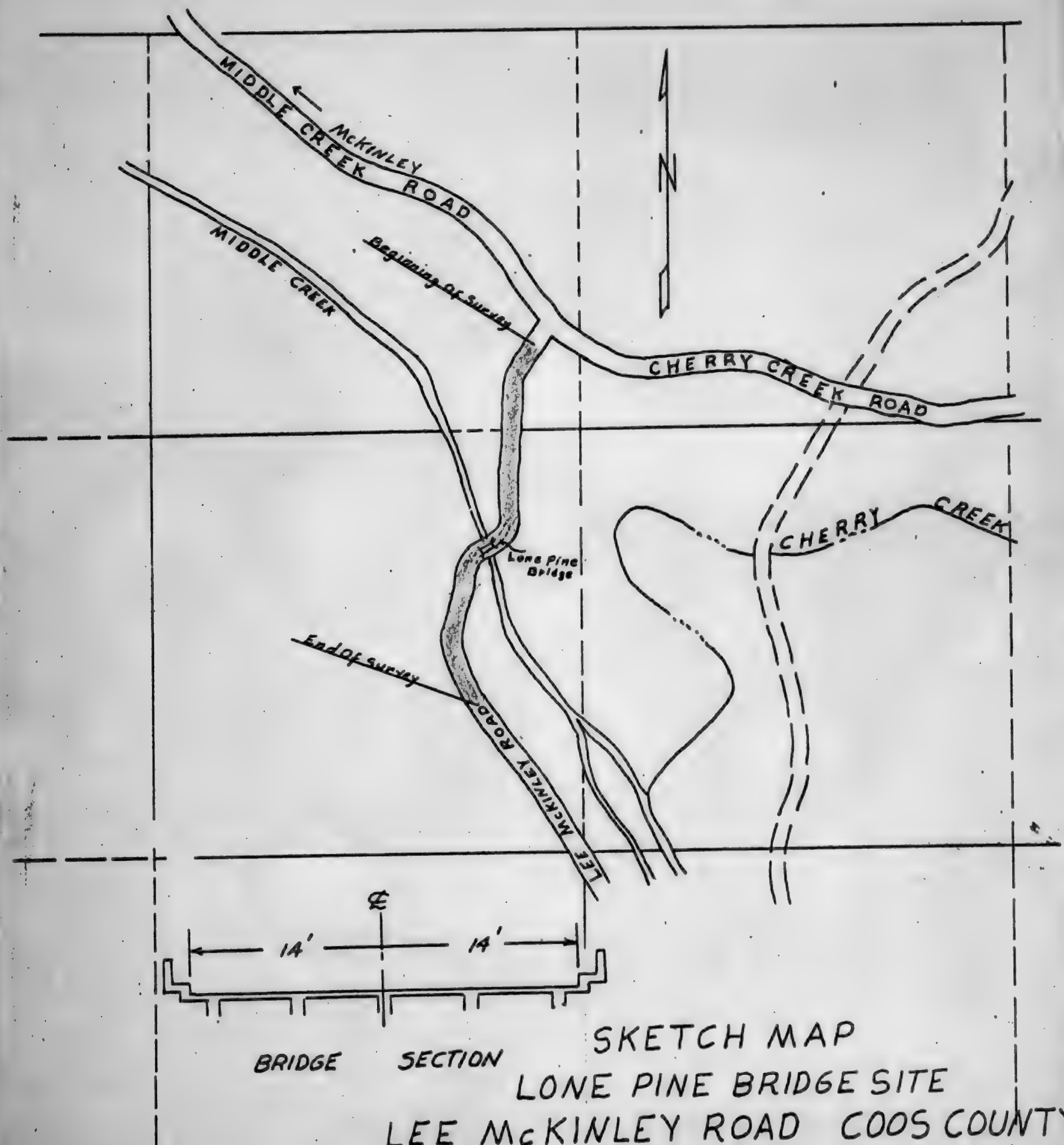
ADDITIONAL FACILITIES: No railroads; utilities may need adjusting.

PARKS: None affected.

February 19, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

Section 4 T. 28 S. R. 11 W. W. M.

1" = 400'



BRIDGE SECTION

SKETCH MAP

LONE PINE BRIDGE SITE

LEE McKINLEY ROAD COOS COUNTY

FAS 914

12-22-64

COOS COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 914, Lone Pine Bridge, Middle Creek, $70,000.

The project consists of replacing, on improved alignment, a narrow obsolete timber and log structure. The present bridge will remain in place during construction of the new structure and the County will construct approaches and road connections. The project is located near the community of McKinley about 10 miles east of Coquille.

Approved 1-27-65

Tab 65-a
12/22/64

S-SU-252(3) Orchard Heights Rd.- Edgewater St. Sec., Salem-Dayton Hwy., W. Salem 1965

#6648

CAH 2857

RR 6.69

RECEIVED
FEB 1 1968
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

S-SU-252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 30, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Consideration for R/W File 36654
Orchard Heights Rd.-Edgewater Street Section
Salem-Dayton Highway
Polk County
YOUR FILE: 911/323
0-PD-64-16

Gentlemen:

This is in reply to your letters of October 17, 1967 and January 23, 1968, wherein you advise that your people have appraised the value of the property in the above-captioned file to have a value of $17,425 and request advice as to how the State wishes to proceed in this matter.

Since making our original appraisal offer of $3100, made to you in our letter of September 15, 1965, we have revised our appraisal upwards to $3250. However this still falls far short of your price, so we have no alternative but to proceed with a condemnation action in accordance with paragraph 2 of the Permit of Entry dated July 14, 1965 and accepted by the State on July 21, 1965.

Further advice as to this proceeding will be forthcoming from our Legal Section.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: R. L. Porter (w/copy of SP letters)
D. H. Moehring "
G. E. Rohde "
Jack Sollis "
R. D. Asburry "
F. W. Sugnet "

cc: Southern Pacific - Portland

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8-3708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

January 23, 1968

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911/323
O-PD-64-16

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to our letter of October 17, 1967, your file R/W File #36654, Orchard Hts. Rd.-Edgewater St., Section Salem-Dayton Highway, Project No. SU-252(3)-Contract No. 6646, concerning appraisal of property account reconstruction of Wallace Road.

Would you kindly advise us as to how you wished this matter progressed as requested in our letter of October 17, 1967.

Yours very truly,

H. M. Williamson

Routing

Morgan
Decker
Bond
Barbon
Walker
Glenn
Swan

Pease
Morelock
Trout
Stroh
Wills
Litchfield
Olson

RECEIVED
JAN 1968
CONSTRUCTION
DIVISION

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

October 17, 1967

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911/323
O-PD-64-16

Mr. F. D. Morgan (2)
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of September 15, 1965, file R/W File #36654, Orchard Hts. Rd.-Edgewater St., Section, Salem-Dayton Highway, Project No. SU-252(3)-Contract No. 6648, concerning appraisal of property account reconstruction of Wallace Road.

Necessary review has been made of parcels 2 and 3, as described in your descriptions furnished with your letter of August 13, 1964, by our appraiser and has advised us that the value is $17,425.

Will you kindly advise if you wish us to progress this matter for Management Authority on the basis of our appraisals or express your further wishes in regard to the matter.

Yours very truly,

H. M. Williamson

Routing
Morgan
Docker
Bona
Barbee
Walker
Glenn

RECEIVED
OCT 20 1967

RECEIVED
DEC 6 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

S-SLL-252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 4, 1967

NOTED
R. L. PORTER
1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Assessment by City of Salem
Orchard Heights Rd.-Edgewater Street Section
Salem-Dayton Highway
Polk County
R/W File 36654
YOUR FILE: 911/333
0-PD-64-16

Gentlemen:

This is in reply to your letter of November 20, 1967, wherein you indicate you feel the State is required to pay the assessment of $7,815.31 on parcels 2 and 3 by terms of the permit of entry letter dated July 14, 1965, accepted by the State on July 21, 1965.

Paragraph (4) of that permit of entry states as follows:

"All cost of construction on said parcels containing areas of 0.21 and 0.33 of an acre more or less, including but not limited to paving, curbs, gutters, slopes, retaining walls, drainage and other highway facilities is to be borne by State and State will reimburse Railroad for any expense incurred by Railroad in connection therewith."

When the State accepted this permit of entry it was accepted with the understanding that cost referred to in this paragraph were construction costs and not assessments to be made by the City. We do not feel it was the railroad's intention to cover an assessment that might be made by the City when drafting this paragraph, as the language in the indenture relating to payment for assessments is completely different from the above-quoted paragraph.

Therefore, we must reaffirm our position as stated in our letter of October 9, 1967. We do not believe we are obligated to pay the assessment by the City of Salem of $7,815.31 against your non-operating property.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Southern Pacific-Portland
City of Salem
Attention: B. T. VanWormer

R. L. Porter
H. S. Cox
D. H. Moehring
G. E. Rohde
Jack Sollis
C. H. Maison
Jess Jones

RECEIVED
NOV 17 1967
FOR FILING

S-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

McMinnville, Oregon
November 15, 1967

SUBJECT: Orchard Heights Rd.- Edgewater St. Sect.
Salem-Dayton Highway
Polk County
Prefix No. 127-1071
Contract No. 6648
Southern Pacific Railroad Property
36654

To: Mr. Esthal J. Benner
R/W/ Supervisor

Attention Robert Friess.

In answer to your phone inquiry on Nov. 14, 1967 as to what date contractor on above project moved on to Southern Pacific Railroad property, am sending you excerps from job diary as kept by Earl Setvenson OSHD Inspector who was on project every day during this period.

Monday July 26-'65:
Harris instructed Stevenson to keep contractor off of Southern Pacific property from the tracks North to the Foster-Kleiser sign just North of the Copeland Lumber Co. lease. This order came from R/W Dep't.

Tuesday, July 27-'65:
Harris notified the Contractor and contractors foreman of the above restriction.

Wednesday, July 28-'65:
Stevenson again called Foreman's (Shull) attention to the fact that State or Contractor could not enter above mentioned property at this time.

Thursday August 12-'65:
Stevenson asked Contractors Foreman to check on R.R. insurance. The R.R. inspector told me it had not been obtained.

Friday August 13-65:
Storm sewer installed south to above mentioned Foster-Kleiser sign. Remainder held up until S.P. R/W cleared up.

Tuesday August 17- '65:
Contractor completed grading on Easterly side excepting that portion in front of the R.R. property occupied by Copeland and York and also accross the R.R. R/W.

36654

Wednesday August 18-'65:
Harris instructed Stevenson that all R.R. property had been cleared for entry today. Some brush clearing on this property today.

Friday August 20-'65:
The R.R. inspector came by today about 10:30 AM and notified Stevenson not to enter the S.P.R.R. operating area as the R.R. insurance had not been approved. Stevenson relayed this information to Harris.

Monday August 23-'65:
Harris instructed Stevenson to stay off R.R. operating area until further notice.

Wednesday August 25-'65:
R.R. Inspector notified us about 10:00 A.M. that R.R. insurance had been approved and that construction could proceed over R.R. operating area.

Monday August 30-'65:
The Prime Contractor started excavation at the Railroad and continued to Copeland Lumber Co. on right.

Tuesday August 31-'65:
Contractor continued excavating R.R. to Copeland.

Thursday September 2-'65:
Excavation completed from R.R. tracks north on Rt. Roadway brought to full width with rock.

Ross M. Harris
Resident Engineer
Box 411
McMinnville

c.c.
R.D. Asburry Div. Engr.
File

RECEIVED
JUL 19 1967
FORM E-30 NOTED
FOR FILING

6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1967

SUBJECT: R-36675 - Erickson Food Market
Dayton-Orchard Heights Section
Salem-Dayton Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

You will recall that in connection with the proposal to relinquish title to the City of Salem, certain land acquired for future widening of the connection between Tabin Road and Wallace Road, the City was to relieve the Commission of any assessment thereto as well as to an assessment against a portion of the right of way acquired from the Southern Pacific Company.

Herewith is a copy of a letter from the City Attorney agreeing to forget these two assessments.

I understand Mr. Moehring has the matter of the relinquishment of the right of way scheduled for the agenda for the next Commission meeting.

G. E. ROHDE
Chief Counsel

GER:hg
Enclosure

cc - Mr. D. H. Moehring

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

city of SALEM, OREGON
TELEPHONE (503) 581-5123 • ZIP CODE 97301

RECEIVED
JUL 10 1967
LEGAL & RIGHT OF WAY

July 6, 1967

Mr. G. E. Rohde
Assistant Attorney General
State Highway Department
State of Oregon
Salem, Oregon 97310

Re: Wallace Road Assessment

Dear Mr. Rohde:

Mr. Van Wormer, Director of Public Works, has concurred in my recommendation that in equity the City of Salem should relieve the State Highway Commission of the Southern Pacific Company's assessment in the amount of $485.85 and the assessment against State Highway Commission property in the amount of $659.82 on the basis that said State Highway Commission property is deeded to the City of Salem.

If this meets with your approval would you please present the matter to the commission for their approval. Upon presentment to the City of Salem of a deed conveying said property to the City of Salem for street and highway purposes, the appropriate action will be taken to handle the aforesaid assessments.

Very truly yours,

William J. Juza
City Attorney

cc: R. S. Moore
B. T. Van Wormer
WJJ:sh

RECEIVED
JUL 10 1967

FOR FILING
S-SU-252(2)

UNITED STATES GOVERNMENT

Memorandum

TO 6644 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 6, 1967

In reply refer to: 08-35.7/417
XRef: S-SU-252(3)

SUBJECT: Oregon Project S-SU-252(2)
Orchard Heights Road - Edgewater Street
Relinquishment of Reconstructed Local Road
(Mr. J. R. Oakes' June 28 letter)

Your proposal to relinquish this portion of Taybin Road to the City of Salem is hereby approved.

Since the parcels to be relinquished will continue to be used for road purposes, and because no charge will be made to the City, no credit to the Federal interest is required.

Secondary highway plans are not submitted for our approval; however, your plans should be revised to show the facilities relinquished and the date of such relinquishment action clearly shown thereon as outlined in paragraph 2.C.(1) of PPM 80-5.

NOTED
F. B. KLABOE

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

7-10-67
REFERRED TO
Mechring - Cot - Young
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 3 - 1967
HIGHWAY COMMISSION
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
Fred W. Hill, Member
Helix
16648

I B. Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. S-252(2)
Our File Nos. 36675, 36677
Orchard Heights Road-Edgewater Street Section
Salem-Dayton Highway
Polk County

Dear Sir:-

We request your concurrence in the relinquishment of title to the City of Salem of the property we acquired to reconstruct the approach of Taybin Road to the above highway.

The City of Salem has agreed to accept the maintenance and responsibility for Taybin Road if the State will give them all their interest in this part of the right of way.

I am enclosing copies of Sheet #4 of right of way plans S-252(2), and Sheet #5 of the construction plans S-SU-252(3). Copies of the description of the property to be relinquished are also enclosed. The property is shown in red lines on the plans furnished.

We would appreciate an early determination on this matter, if possible, as we expect to present this item to the Commission at their meeting on July 24.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
Attachments
cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 20 1967

SP°23011-734

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1967

To: MEMORANDUM TO THE FILE:

SUBJECT: R-36675 - Erickson Food Market
Dayton-Orchard Heights Section
Salem-Dayton Highway

On June 14, at the request of Mr. William J. Juza, Salem City Attorney, a conference was held in Mr. Porter's office attended, besides the two parties above named, by the undersigned and Mr. Vargas, the City Engineer. The conference was in connection with the City of Salem assessments on the Wallace Road project in West Salem and particularly with respect to the assessments against a parcel of right of way acquired by the State for future widening and improvement of the connection between Wallace Road and Taybin Road. This parcel was acquired from Erickson Food Market under Right of Way No. 36675.

The other assessment involves a parcel acquired by the State from the Southern Pacific Company to widen the Wallace Road G-Xing. This assessment was particularly covered in the agreement between the Southern Pacific Company and the State, dated August 5, 1966. In that agreement the State specifically agreed to reimburse the railroad for any assessment against the railroad property described in the agreement.

During the course of the conference the City was informed that the State felt it had no legal obligation to pay the assessment for the right of way acquired on Taybin Road and that the right of way involved was specifically outlined in the plans which were a part of the agreement between the City and the State for the construction of the proposed project. Under the agreement the City was to pay 25% of the cost. The City Engineer was also of the opinion that any future improvement of Taybin Road would likely be constructed by the City. Under such circumstances the City requested the State to relinquish title to the parcel of right of way involved to the City. It was agreed by the State's representatives that such course of action would be recommended to the Commission. If accomplished, of course, there could no longer be any claim by the City for the assessment.

As to the parcel acquired from Southern Pacific Company, the State insisted that it had no obligation under the previously mentioned agreement

to pay the $7,500 assessment on the Southern Pacific Company's nonoperating property adjacent to the highway and railroad right of way. It was agreed, however, that if the City had a legal assessment against the abutting railroad right of way, as distinquished from the nonoperating property, State would be obligated to reimburse the same. The City representatives claimed they had for many years, whenever a city street crossed a railroad right of way, assessed the railroad for the full width of its right of way less 9 feet for each track. In this instance there are two tracks, thus exempting 18 feet, with the City claiming the right to assess the remaining portion of the 70-foot right of way.

The City representatives agreed to discuss with the Mayor and the City Manager the possibility of waiving the small assessment which would be payable against the railroad right of way. The City was told, however, it would have to recover the $7,500 assessment against the railroad's nonoperating property on its own.

G. E. ROHDE
Chief Counsel

GER:hg

cc: Mr. R. L. Porter
Mr. H. S. Cox
Mr. D. H. Moehring
Mr. Jack Sollis
Mr. T. W. Litchfield

RECEIVED
JUN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967

FORM B-80 REV 3-66 OSP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1967

SUBJECT:

To: Memo to File

At the request of the City of Salem, a meeting was held in the Highway Engineer's office on June 14 to review some of the City's assessment problems in connection with the Wallace Road project. Present were:

William J. Juza	Salem City Attorney
David Vargas	Salem City Engineer
R. L. Porter	Highway Department
G. E. Rohde	" "

The City representatives stated they had received a remonstrance from the Southern Pacific Company stating that it was the State's obligation to pay any street assessments in connection with this work. The railroad agreement was reviewed with the City and it appears that the State is obligated for any assessment that is levied against railroad right-of-way. This will amount to approximately $450. The State has no obligation either by agreement or inference on the nonoperating property.

The City has been attempting to assess a triangular tract of land that was acquired for widening the Taybin Road intersection. Additional right-of-way was acquired so that if Taybin Road were ever widened and curbed to a full street standard, sufficient width could be provided. To date, the State, through George Rohde, has refused to recognize any assessment and the City complained that this threw their whole schedule out of phase. They said the problem could be solved if we would transfer title to the tract to the City of Salem for street purposes. As Taybin Road outside the normal right-of-way limits of the Salem-Dayton Highway is, or will be, under City jurisdiction, I stated I would recommend that title to the right-of-way be transferred to the City for public street purposes only.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
John Oakes

FORM E-123X SOM 4-66

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 19 1967
EUGENE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 17, 1967

Mr. B. J. VanWormer
City Engineer
City Hall
Salem, Oregon

Re: R-36675 - Erickson Food Market
Orchard Heights Road-
Edgewater Street Section
Salem-Dayton Highway
Notice of Assessment
Page No. 5067
Date: 2/27/67

Attention: David Vargas

Dear Mr. Vargas:

This is to supplement our letter of March 22, 1967, addressed to the City of Salem, Department of Finance, bearing the same subject as above and is made pursuant to our recent telephone conversation on the same matter.

In our telephone conversation you called attention to the fact that at the time of the reconstruction of the highway in this location the extension for Taybin Road had not been fully developed so that all of the property acquired from the Erickson Food Market was not used.

I have recently discussed this matter with our Division Engineer and was informed that the subject parcel of land was acquired on the assumption that Taybin Road would be improved in the not too distant future due to development in progress at that time easterly of this intersection and that the property would be needed for such development in the future as right of way for the extension.

Under the circumstances it is still our belief that the real property is being held by the State for right of way purposes and is not "benefited property" within the meaning of the applicable statutes providing for assessment of improvement benefits against property owned by the State. I trust this satisfactorily explains our decision in the matter.

Very truly yours,

G. E. HOUDE
Chief Counsel

GEH:hg
cc- Mr. F. B. Morgan
Mr. R. D. Asburry
Mr. R. L. Porter
Mr. Si Cox
Department of Finance,
City Hall

RECEIVED
MAR 28 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

R. L. FORTIER

March 22, 1967

Department of Finance
City Hall
Salem, Oregon

Re: Notice of Assessment
Page No. 5067
Date: 2/27/67
Amount: 659.82
Our File R-36675

Gentlemen:

This will acknowledge receipt of the above-captioned Notice of Assessment, relating to a purported assessment against a portion of the real property conveyed to the State Highway Commission by Erickson Food Market as recorded in Warranty Deed File No. 36675, in Polk County.

According to our records, the subject property was acquired by the State Highway Commission for the purpose of improving the Taybin Road-Wallace Road intersection, in connection with the City-State agreement dated June 1, 1965, for the widening and reconstruction of a portion of the Salem-Dayton State Highway (Wallace Road), in the city of Salem. Said property has been and is devoted solely to such purpose.

It is our position that under these circumstances such real property is not "benefited property" within the meaning of ORS 223.770, which provides for assessment of improvement benefits against benefited property owned by the State.

It appears that the above mentioned property was acquired by the State to provide a portion of the necessary right of way for the improvement project, and as an integral part thereof.

The City-State agreement governing the project does recite that the City intends to finance its share of the cost by levying assessments against abutting property owners. It does not, however, provide that property acquired by the State for right-of-way purposes in connection with the project shall be subject to such assessment.

This will serve as formal notice that the State is not authorized to honor the Notice of Assessment.

Respectfully,

CALIFORNIA STATE HIGHWAY COMMISSION

By
G. E. ROEDE
Chief Counsel

GER:ALJ:gw

cc: R. L. Porter
H. S. Cox
F. C. McKinney
A. H. Johansen

RECEIVED
MAR 23 1967
STATE CONTROLLER

4358

city of SALEM, OREGON

TELEPHONE (503) 581-5123 • ZIP CODE 97301

REFERRED TO McKinney BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO admin BY SEC

RECEIVED MAR 2 1967 OFFICE OF STATE HIGHWAY ENGINEER

State Highway Commission
State Highway Building
Salem, Oregon

Enclosed is a Notice of Assessment indicating a lien levied by the City of Salem against your property for improvement as mentioned therein.

Your attention is directed to the printed information on the notice which allows payment of assessments in one of two ways as indicated below:

REFERRED TO McKinney BY DEPUTY STATE HIGHWAY ENGINEER

1. Payment in Full Pay all of the lien in full within thirty days. An assessment of $25.00 or less cannot be paid in installments, but must be paid in full.

2. Installment Payments Application for installment payments should be made within ten days from receipt of this notice. If such application is not made then the entire assessment is due and payable within thirty days.

Installment payments are made under provisions of a State Law known as the Bancroft Bonding Act, under which the property owner makes semi-annual payments over a ten-year period. Simple interest at the rate of 6% annually is charged on the unpaid balance. There is no penalty for advance payment of the principal and no charge is made for transferring unpaid debt to a future purchaser of your property.

brought to Mr Kenney 3.3.67

Application for installment payments are available at the Department of Finance, 2nd floor of City Hall, or by calling 581-5123, Ext. 34. We will be happy to assist you in any way regarding this assessment.

Very truly yours,

Department of Finance

Helen Colby
Assessment Clerk

IMPORTANT: Please bring or mail the enclosed notice with your full payment or when requesting the application for installment payments. If you are no longer the legal owner, please notify this office immediately.

OREGON'S CAPITAL

NOTICE OF ASSESSMENT FOR IMPROVEMENT
CITY OF SALEM, OREGON

PROJECT STREET
WALLACE RD fr n.l. Edgewater to City Limits (Taybin Rd)

PAGE NO. 5067
AMT. 659.82

NAME STATE HIGHWAY COMMISSION
ADDRESS STATE HIGHWAY BUILDING

DATE 2-27-67 ORD. NO. 2167
DATE BONDED _____ BOND ISSUE _____

DESCRIPTION Beg at the s.w. cor of Parcel No. 2 of thoise certain parcels of land conveyed to the State Highway Commission by Erickson Food Market as recorded in Warranty Deed File No. 36675, sd pt also being the e.l. of Wallace Rd, Slm, PCO, approx 60 ft S of the City Limits Line; th estly along the s.l. of sd Parcel No. 2 to a pt that is estly 200 ft fr the e.l. of sd Wallace Rd, if meas perp thereto; th nthly para with the e.l. of sd Wallace Rd to a pt on the sd City Limits Line; th wstly along sd City Limits Line to a pt on the e.l. of sd Wallace Rd; th sthly 60 ft, more or less, to the pob.

Notice is hereby given that the assessment made by City Ordinance for the improvement upon real property as described above, for the proportionate share of the cost of said improvement has been entered in the Docket of City Liens as a charge and lien against said property.

Said assessment is now due and payable at the Dept. of Finance, and unless the same is paid within ten days from the date of this notice upon you, or, if said assessment exceeds $25.00, proper application is not filed by you with the Dept. of Finance for the payment of the same by installments, the same will become delinquent and will bear interest at 6 per cent per year from delinquency date.

The name of the apparent owner of said property appears above at the beginning of the description, and the amount of the assessment is set forth opposite and to the right.

This notice is served by the order of the Common Council, and its date of issuance is: FEB 2 7 1967

DEPARTMENT OF FINANCE
CITY HALL
Salem, Oregon

RECEIVED
FEB 16 1967
FOR FILING

NOTICE OF INTENTION TO ASSESS

WALLACE RD.,NW

NOTICE HEREBY IS GIVEN that the cost of improving WALLACE RD., NW from the north line of Edgewater Street to the city limits has been ascertained and determined and a part of the cost has been apportioned to each lot, part of lot, or parcel of land adjacent to or abutting upon said street.

NOTED
R. L. PORTER

The Common Council of the City of Salem, Oregon, declares its purpose and intention of assessing a part of the cost of said improvement against each said lot, part of lot, or parcel of land in the amounts more particularly set forth in Ordinance Bill No. 10, which is now on file and may be examined in the office of the city recorder at the City Hall, and which by this reference is made a part of this notice.

The Common Council will, at 7:30 o'clock P. M., February 27, 1967, in the Council Chambers, City Hall, hear and consider objections, if any there be, to the proposed assessments or any part thereof.

REFERRED TO
Admin
BY SECRETARY

BETTY J. MARSH
CITY RECORDER

State Highway Commission
State Highway Building
Salem, Oregon

$ 659.82

RECEIVED
FEB 15 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1967
FOR FILING

city of SALEM, OREGON

TELEPHONE (503) 581-5123 • ZIP CODE 97301

S-SAL-22(E)
6648

Department of Public Works
City Hall Salem, Oregon

March 8, 1967

Mr. R. D. Asbury, Division Engineer
Oregon State Highway Department
Salem, Oregon

Re: Orchard Heights Road, Edgewater Street Section,
Salem-Dayton Highway, State Contract 6648

Dear Mr. Asbury:

This letter will certify that the Wallace Road Section of the Salem-Dayton Highway from Edgewater to Orchard Heights Road was completed in accordance with the City of Salem-State of Oregon Agreement and to the satisfaction of the City of Salem.

We are appreciative of the excellent cooperation and coordination effected by the Highway Department between the various contractors, utility companies and City of Salem crews.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

BTV:bg

cc: D. W. Ayres, City Manager
Gerald W. Wimer, OSHD

NOTED
FLOYD QUERY

RECEIVED
MAR 13 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON'S SALEM CAPITAL

RECEIVED
DEC 15 1966
FOR FILING

S-SU-252(2)

Form CO-161 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6648

Mochrum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 9, 1966

In reply refer to: 08-35.7/417

FROM : R. W. Parsons
R. W. Parsons, Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Project S-252(2)
Orchard Heights Road-Edgewater Street
Disposal of Right of Way, File 36677
(Mr. J. R. Oakes' December 1 letter)

Mr. Oakes' letter requested our permission to dispose of Parcel No. 2 of the above referenced file.

Paragraph A4 of the State's Secondary Road Plan provides that disposal of right of way prior to our acceptance of the project will be supervised by the State. Inasmuch as we have not accepted the project, disposal of the subject parcel is a matter for your determination.

We are returning two copies of the submission.

Enclosure

Orig + Encls to Mochrum 12-14-66

REFERRED TO
Mochrum-Young
BY ASST. STATE HWY. ENGR.
12-14-66

RECEIVED
DEC 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 9 - 1966
FOR FILING

S-SU-252 (E)
6648

December 9, 1966

Division of Public Works
Salem City Hall
Salem, Oregon

Attention: Mr. B. T. Van Wormer

Gentlemen:

As requested, attached is a cost breakdown showing the city's share of construction on the Orchard Heights Road—Edgewater Street Section of the Salem-Dayton Highway.

This summary is an estimate only. There are two right of way parcels under condemnation, and final cost figures will not be available until these are settled.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

CRN:ia

ESTIMATED CITY OF SALEM SHARE

Orchard Heights Rd.-Edgewater St. Section
Salem-Dayton Highway
Polk County

December 9, 1966

	Total Expended	Total Expended Outside of City	Total Expended Inside of City	
Preliminary Engineering	$ 20,895.94	$17,834.68	$ 3,061.26	
Est. Cost of Right of Way	132,203.92	16,606.21	115,597.71*	
Total Paid Contractor	257,217.18	71,215.78	181,572.62	(Conc. Walks not included)
State Force Work	7,543.60	567.92	6,975.68	
Railroad Work	22,368.47	-	22,368.47	
Construction Engineering	43,632.63	8,338.20	35,294.43	
Estimated Total			$364,870.17	
Estimated City Share 25%			91,217.54	
Estimated Cost of A.C. Walks			- 3,200.00	
Cost of Concrete Walks			+ 4,428.78	
Total Estimated City Share			$ 92,446.32	

* Includes estimated cost of two right of way parcels under condemnation.

FORM E-123

RECEIVED
DEC 6 - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
HOOD RIVER
DAVID B. SIMPSON, MEMBER
PORTLAND

For Filing

S-SU-252(3)

66498

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
December 1, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

R/W File No. 36677-Acoff
Project No. S-252(2)
Orchard Heights Road-Edgewater Street Section
Salem-Dayton Highway

Dear Sir:

Parcel #2 of the above file was purchased to reconnect an existing roadway to the Salem-Dayton Highway. This was a private road having no official status as a public road. Since that time a large Federal housing development has been started lying easterly of this area that will use this road for ingress and egress.

In the meantime, the remainder of the above file was sold and a service station site prepared by extensive fill and the construction of a retaining wall parallel to the roadway. This retaining wall was constructed on the area we bought under parcel #2.

This matter has been investigated by our engineers, who recommend that the Department sell back to the abutting owner the property on which the retaining wall is constructed. Polk County and the Polk County Federal Housing Authority have been contacted and have no objections to the proposed plan.

We request your authority to sell a portion of parcel #2 of the above file, as shown on the accompanying description and sketch map, at public sale for a minimum consideration of $960. This sale will be subject to the sign board and junkyard restrictions and will contain the Civil Rights clause. The Bureau of Public Roads participated in the acquisition of this property under the above project number. Construction was under project number S-SU-252(3).

Sheet #5 of the construction plan is enclosed where is outlined in red color the area to be sold. The sale of this property is in the public interest as it will not affect the use of the roadway, or of the Salem-Dayton Highway, and will return an area to the tax rolls.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
DEC 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

SU 252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Railroad Shortarm Gates
Orchard Heights Road-Edgewater
Street Section
Salem-Dayton Highway - Polk County
Contract No. 6648
Project No. S-SU-252(3)

Dear Sir:

This is in reply to your letter of October 20, 1966, in which you state that there does not appear to be adequate documentation explaining the elimination of consideration of shortarm gates at the railroad crossing. You indicate that it should have been established under the warrants set forth in PPM 21-10(4) that crossing gates are not warranted at this location.

This PPM states in part, "All grade crossings of highways with...multiple track crossings with or without main tracks, when it is established by records or schedules of the railroad or railroads involved, that more than one train may be in operation at or occupy the crossing at the same time; ...are to be protected with flashing light signals with shortarm gates." I have discussed this with Mr. E.A. Kendrew of the Southern Pacific Company, and he advises that the operations of the railroad in this area are such that two trains cannot simultaneously occupy this crossing. At the present time, the railroad does not operate regular trains on their Falls City branch and will not in the foreseeable future. The only train operations at this grade crossing are switching movements serving the industries in West Salem with a single switch engine.

Inasmuch as there are not multiple main line tracks or operating speeds across this crossing in excess of 70 m.p.h., we do not feel that crossing gates are warranted at this location.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 7 1966
OFFICE OF
STATE

NOTED
R L PORTER

TWL:sg

cc: R.L. Porter
F.B. Klaboe
L.H. Young
R.D. Asburry

RECEIVED
OCT 26 1966

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

S-SU-252(3)

TO 6618 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 20, 1966

In reply refer to: 08-35-EC/710.13

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon S-SU-252(3)
Orchard Heights Road - Edgewater Street Section

The final inspection on this project was made July 1 and 7, 1966, at which time the contract work had been satisfactorily completed. After further review of the project records, we have noted deficiencies in some items of work which were not covered by the contract.

Railroad Adjustments

Form PR-1, Federal-aid Program Data, did not include railroad adjustments under the character of the proposed work and consequently should not have been included in the project agreement estimate without a specific request for a program change if participation in this element of work was desired.

Such an indication is necessary in order that Public Roads can properly discharge its responsibility to make a determination at the program stage on secondary projects that appropriate railroad benefits, if any, are obtained in accordance with our requirements rather than those of the State.

Of course even if the railroad work is nonparticipating such as is the general situation on county projects, the supporting data is needed on the back of the form so that an engineering determination can be made at the program stage whether or not the conditions specified under subparagraph 20c(4) of PPM 21-10(4) are applicable. You will recall that in the case of Project S-SC-168(3) we could not accept the findings of your Public Utilities Commissioner as we normally do on most projects.

Railroad Shortarm Gates

There does not appear to be adequate documentation explaining the elimination of considerations of shortarm gates at the railroad crossing. Correspondence from the Southern Pacific Company indicated their desire for installing shortarm gates.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

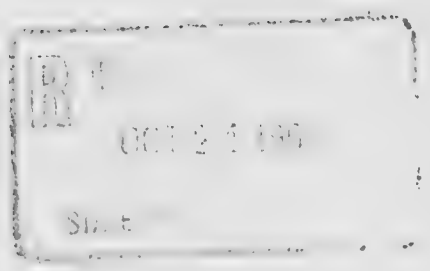
To omit the gates at this crossing, it should have been established and documented under one of the warrants, such as this being a multiple track crossing with not more than one train in operation or occupying the crossing at the same time. This warrant, as well as others, is contained in PPM 21-10, Paragraph 20. Such evidence should be furnished prior to our acceptance of the project.

Railroad Crossing Pavement Markings

Your attention is also directed to the Circular Memorandum of October 5, 1965, relating to Provision and Maintenance of Railroad Highway Grade Crossing Protective Devices. This memorandum makes reference to the Manual on Uniform Traffic Control Devices, Section 2B-23, containing standards for pavement markings on approaches to railroad crossings.

Pavement markings conforming to those specified in the manual have not been incorporated as a part of the subject project. These markings should be installed prior to our acceptance of the project as indicated in our October 19, 1966 memorandum on this general subject.

On future projects the above items should be evaluated and included where necessary in order to obtain Federal participation.



RECEIVED
Oct 5 - 1966
FOR FILING
S-SU-252(3)
6648

October 4, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6648 awarded to Salem Road & Driveway Company for grading and paving on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County was completed on July 6, 1966, and accepted by the Highway Commission on September 30, 1966.

Final payment in the amount of $7,179.14 will be released to the contractor after October 11, 1966. The total contract amount is $257,217.18 including $7,038.81 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

EF

cc: Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 3 - 1966
FOR FILING

S-SU-252 (2)

6648

September 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 6, 1966 on Contract No. 6648. The contract was with Salem Road and Driveway Company and was for grading and paving on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 30, 1966 and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg ja

STATE COPY

Monthly transaction number	FC PR-2A (5-[illegible]) DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
8-38	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
Project report number 7	(PPM 21-7) 8-1-66	Project number S-80 252(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 2, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 131,819.00

Revised Federal funds $ 83,500.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of August, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid S-54-252(2)
Project No. ~~S-252(2)~~

ORCHARD HEIGHTS ROAD-EDGEWATER ST. SECTION

OF THE SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of land, damages, relocation of displaced persons and other rights of way expense. Revised to include increase in costs of right of way.)

Salem, Oregon, July 19, 1966

Type Code ROW
Right of Way (Sta. 0+00 to Sta. 38+00)

Rights of Way	All Required	$120,696.00
Displaced Persons*	All Required	2,500.00
	Subtotal	123,196.00
	Acquisition Expense	8,623.00
	Total	$131,819.00

Length of Project - - - - - - - - - 0.720 mile

Federal Funds	$ 83,500.00
State Funds	48,319.00
	$131,819.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*Displaced Persons

6 families -	$1,000.00
6 businesses -	1,500.00
	$2,500.00

ORCHARD HEIGHTS ROAD-EDGEWATER ST. SECTION

FEDERAL-AID PROJECT NO. S-252(2)

Increase in Cost of Right-of-Way Files

File	Previous Estimate	Present Estimate	Increase
36652	$ 5,600	$ 7,000	$ 1,400
36664	7,000	8,206	1,206
36669	6,000	7,200	1,200
36670	500	5,100	4,600
36683	3,250	4,000	750
			$ 9,156

Previous Estimate	$ 111,540.00
Increase	9,156.00
	120,696.00
Displaced Persons	2,500.00
	123,196.00
Acquisition Expense	8,623.00
	$ 131,819.00

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AUG 2 6 1965
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STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. 4

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

4-2-65

STATE: Oregon

COUNTY: Polk

PROJECT NO. S-252(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 221 Edgewater St. Salem N. 0.7 Mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY — Acquisition & Reloc.	6-19-64	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS — Pro Rata 63.36%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 120,750.00	$ 76,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer AUG 2 - 1965

Oregon State Highway Department

Federal Aid
Project No. S-252(2)

ORCHARD HEIGHTS ROAD-EDGEWATER ST. SECTION

OF THE SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of land, damages, relocation of displaced persons and other rights of way expenses.)

Salem, Oregon, July 21, 1965

Type Code ROW
Right of Way (Sta. 0/00 to Sta. 38/00)

Rights of Way	All Required	$111,540.00
Displaced Persons *	All Required	2,500.00
	Subtotal	$114,040.00
	Acquisition Expense	6,710.00
	Total	$120,750.00

Length of Project - - - - 0.720 mile

Federal Funds ----------	$ 76,500.00
State Funds ----------	44,250.00
	$120,750.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

*Displaced Persons

6 families	- $1,000.00
6 businesses	- 1,500.00
	$2,500.00

RECEIVED
APR 29 1969

S-SU-252(3)
6648

Salem, Oregon
July 19, 1966

8/31
RAILROAD COMPANIES
FILE No. 669 ~~3~~-654

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

Agreement with Southern Pacific Company
Orchard Heights Road-Edgewater Street
Section
Salem-Dayton Highway
Polk County

Agenda Item
4n
7-14-66

Enclosed

Attached for further handling are two copies of an Agreement with Southern Pacific Company covering alteration and installation of flashing light signals at grade crossing of Wallace Road and Falls City Branch of Southern Pacific Company on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

When this agreement has been fully signed, please return one executed copy to this office for the Commission's files.

Secretary

bb
Attachments (2)

cc: T. W. Litchfield

FORM E-129X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1966

AGENDA
JUL 14 1966
4N

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 14 meeting an agreement with the Southern Pacific Company covering the alteration and installation of flashing light signals at the grade crossing of Wallace Road and the Falls City Branch of the Southern Pacific Company on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

This agreement provides for the State to reimburse the Railroad 100 percent of the cost of installing the timber crossing and the engineering and flagging connected therewith and also 90 percent of the total cost of installing cantilever-type flashing light signals at this location. The estimated cost to the State is $23,685.

We recommend your approval of this agreement.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
F. B. Crandall
C. H. Maison
R. D. Asburry

Mr. Query: Please have Commission initial typed insert under paragraph 8 of the agreement.

(A)
2 COPIES TO BE SIGNED
By Commission

ATTACHED
FOR QUERY

M

RECEIVED
JUL 20 1966
FOR FILING

FORM E-733X 500

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-511-2
464

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
417 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 6, 1966 on Contract No. 6644, Cochran - Ball Mt. Section, in Polk County, in connection with Federal-Aid Project No. S-511-2(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Concurrence

Date: July 18, 1966

Conditions noted on above date:

Final inspection July 1 & 7 indicated contract work had been satisfactorily completed.

A. W. Parsons
Division Engineer

ME Martin

By: M. E. Martin
District Engineer

L. H. Young
7-20-66

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Orchard Heights Rd.-Edgewater St.		WEEK ENDING: July 8, 1966
		SECTION PREFIX: 127-1071
HIGHWAY: Salem - Dayton		COUNTY: Polk
NAME OF JOB: Orchard Heights Rd.-Edgewater St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road and Driveway Co.	CONTRACT NUMBER: 6648	FEDERAL AID PROJECT NUMBER: S-SU-252 (3)
DATE OF CONTRACT: July 20, 1965	DATE WORK STARTED: July 28, 1965	ESTIMATED COMPLETION DATE: July 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Oct. 31, 1965 Extended to July 1, 1966	PERCENT OF TIME ELAPSED: 346
PROJECT AUTHORIZATION: $352,442.81	ENGINEERING AUTHORIZATION: $25,062.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $327,360.21	ENGINEERING COST TO DATE: $35,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $327,360.21		DATE PROJECT WAS COMPLETED: July 6
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 143%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	100 Bit.Base	
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT	0.64	0.64		0.64	0.64
MILES PARTIALLY COMPLETED	0.64	0.64		0.64	0.64
MILES COMPLETED	0.64	0.64		0.64	0.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,500	32,750		5,074	6,030
TOTAL QUANTITIES CORRECTED TO DATE	17,500	20,000		3,000	same
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,500	20,000		3,000	6,030
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

Routing

Jones, Parr, Dalziel, Bond, Marshall, Barbee, Scott, Walker, Wirt, Simon, Lindsfield, Swan, Shaw

RECEIVED
JUL 12 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Misc. adjustments & installing metal handrail
TUESDAY	Misc. adjustments & installing metal handrai..
WEDNESDAY	Misc. adjustments & installing metal haddrail
THURSDAY	Misc. adjustments & installing metal handrail
FRIDAY	
SATURDAY	

REMARKS

Project completed July 6, 1966.

LIQUIDATED DAMAGES WILL BE ASSESSED FOR 6 DAYS.

SIGNED Jimm Harris LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 3-15-66

Construction Division Federal-aid Contracts

S-CU-[illegible]2(3)

Agenda No.	Contract No.	Section	Extension Granted Penalty Days	Amount	B.P.R. Participation
1	6648	Siletz Slide Correction	6	$ 450	All
2	6633	Poodle Creek Slide	2	200	All
3	6470	Grave Cr.-Jumpoff Joe Cr.	27	7,560	All
4	6674	Tych Valley & Willowdale	25	2,500	All
5	6612	Orchard Heights Road-Edgewater Street	4(1)	400	Secondary Proj. All Assumed.
8	6634	S. Unit, Minnesota	"Stop Work" only 12-2-64 to 3-9-65 & on 3-22-65 (Strike time approved previously)		All
9	6606	Willamette River-Orleans	22	4,620	Secondary Proj. All Assumed.
13	6484	Wall Cr.-Siskiyou Sta.	19*	5,330	All
14	6631	Blalock-Arlington	72*	20,160	All-Corps Engr. also concurred in all of the extension.

(1) This is accrued penalty only from specified completion date of Oct. 31, 1965 to date of ordered "shut down" Nov. 4, 1965. Project is still under this "shut down" order. Time extension was approved to July 1, 1966.

* Extension covers all time to actual completion, leaving no penalty.

cc: P. D. Kleber
L. H. Young
C. H. Melson
J. A. Lond

JAD:ah

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APR 11 1966
FOR FILING

S-SU-252(3)

6648

March 9, 1966

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6648 on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

After considering the recommendation of the Engineer and other available information, the Commission granted the extension to July 1, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asberry
Ross Harris
L. H. Young
F. D. Morgan
C. H. Maisen

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Orchard Heights Rd.- Edgewater St.		WEEK ENDING: July 8, 1966
		SECTION PREFIX: 127-1071
HIGHWAY: Salem - Dayton		COUNTY: Polk
NAME OF JOB: Orchard Heights Rd.-Edgewater St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road and Driveway Co.	CONTRACT NUMBER: 6648	FEDERAL AID PROJECT NUMBER: S-SU-252 (3)
DATE OF CONTRACT: July 20, 1965	DATE WORK STARTED: July 28, 1965	ESTIMATED COMPLETION DATE: July 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: ~~Oct. 31, 1965~~ Extended to July 1, 1966	PERCENT OF TIME ELAPSED: 346
PROJECT AUTHORIZATION: $352,442.81	ENGINEERING AUTHORIZATION: $25,062.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $327,360.21	ENGINEERING COST TO DATE: $35,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $327,360.21		DATE PROJECT WAS COMPLETED: July 6
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 143%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100		100 Bit.Base

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT	0.64	0.64		0.64	0.64
MILES PARTIALLY COMPLETED	0.~~64~~	0.~~64~~		0.64	0.~~64~~
MILES COMPLETED	0.64	0.64		0.64	0.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,500	32,750		5,074	6,030
TOTAL QUANTITIES CORRECTED TO DATE	17,500	20,000		3,000	same
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,500	20,000		3,000	6,030
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

Routing

Bond

Barbee

Walker

Smith

RECEIVED
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Misc. adjustments & installing metal handrail
TUESDAY	Misc. adjustments & installing metal handrail
WEDNESDAY	Misc. adjustments & installing metal handrail
THURSDAY	Misc. adjustments & installing metal handrail
FRIDAY	
SATURDAY	

REMARKS

Project completed July 6, 1966.

LIQUIDATED DAMAGES WILL BE ASSESSED FOR 6 DAYS.

SIGNED Tom Harris LOCATION Dist Marysville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 3-15-66

Construction Division Federal-aid Contracts

S-Cul-3-2(3)

Agenda No.	Contract No.	Section	Extension Granted Penalty Days	Amount	B.P.R. Participation
1	6648	Siletz Slide Correction	6	$ 450	All
2	6600	Poodle Creek Slide	2	200	All
3	6470	Coos Co.-Jumpoff Joe Cr.	27	7,560	All
4	6574	Tygh Valley & Willowdale	25	2,500	All
5	6443	Orchard Heights Road-Edgewater Street	4(1)	400	Secondary Proj. All Assumed.
8	6504	S. Unit, Minnesota	"Stop Work" only 12-2-64 to 3-9-65 & on 3-22-65 (Strike time approved previously)		All
9	6506	Willamette River-Orleans	22	4,620	Secondary Proj. All Assumed.
10	6454	Wall Cr.-Klakiyou Sts.	19*	5,330	All
14	6651	Dallock-Arlington	72*	20,160	All-Corps Engr. also concurred in all of the extension.

(1) This is accrued penalty only from specified completion date of Oct. 31, 1965 to date of ordered "shut down" Nov. 4, 1965. Project is still under this "shut down" order. Time extension was approved to July 1, 1966.

* Extension covers all time to actual completion, leaving no penalty.

cc: [illegible]
L. H. Young
C. H. Nelson
J. A. Bond

JAB:nh

RECEIVED
APR 11 1966
FOR FILING

S-SU-252(3)

6648

March 9, 1966

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon

#5

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6648 on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

After considering the recommendation of the Engineer and other available information, the Commission granted the extension to July 1, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburry
Ross Harris
L. H. Young
F. D. Morgan
C. H. Maisen

FORM E-10 SOH 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Time Extension
Orchard Heights Road-Edgewater St. Section
Salem-Dayton Highway
Contract No. 6648

Herewith a request for time extension from Salem Road and Driveway Company asking for a new completion date of August 1, 1966 on the subject project. The specified completion date is October 31, 1965 and the project has been under a shutdown order since November 4, 1965.

The attached letter from Division Engineer Asburry summarizes the progress to date and a progress chart prepared by the Resident Engineer is also attached.

The status of this project is similar to several others which are under winter stop work orders and on which we have had time extension requests that are being held pending resumption of work when a new calendar date for extension can be determined. However, this project is different in one important respect, in that only 50% of the work is done. The unplanned stage construction imposed probably exceeded the measures the contractor would be expected to take for benefit of traffic under Section 7-21. The utility relocations also delayed the contractor and, although there is a saving special provision alerting the contractor to this utility work, the last poles were actually moved only 23 days before the specified completion date.

For these reasons we believe a substantial time extension is justified and that we should make some decision on this request now so that the contractor can plan alternative action if necessary to accomplish the remaining work with minimum penalty.

There were 93 calendar days from August 4, 1965 (when the stage construction was ordered) to the November 4 shutdown. Since the utilities were also a delaying factor until ~~August~~ October 8 (for 66 of the 93 days), the remaining 50% of the project should be completed in substantially less time than the first half. Ninety

per cent of the drainage work has been accomplished and 55% of the curbs built, but only 35% of the paving is done (base only, on the easterly or Stage I side). From the time standpoint, we are assuming that these three items offset each other in the last half of the project. Assuming that the utility work cut the rate of production until they were cleared up on the available Stage I work by one-half, we would have one-half of 66, or 33 days, + 93 minus 66, or 27 days, for a total of 60 calendar days needed to complete the project.

This derivation of a specific number of days justified is based on so much assumption that it seems impractical to seek or wait for the precise date that work can be resumed to determine a new completion date. Work can be expected to resume around May 1 so a 60 day extension would be approximately to July 1. We, therefore, recommend an extension to July 1, 1966 at this time.

This is a secondary Federal-aid project and specific BPR approval is not required. Please advise if you favor submission of this request to the Highway Commission on this basis and we will forward a draft letter for that purpose and we will complete the request forms.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Edgewater St - Orchards Hts. Rd.
Salem - Dayton Hwy.
Cont. No. 6648
Prefix - 127-1071
1-10-65
Ross M. Harris. Res. Engr.

% Project Complete

0% 20% 40% 60% 80% 100%

July 15

Bids opened 6-29-65
Award made 7-20-65
Notice of award received by Cont. 7-22-65
Contract received by Cont. 7-26-65
Work started 7-28-65
8-4-65 Contractor ordered not to open up Westerly side of project until Easterly side paved

Aug 1

8-6-65 3%
8-13-65 3%
8-20-65 11%
8-27-65 13%

Sept 1

9-3-65 16%
9-10-65 19%
9-17-65 28%

Oct 1

10-8-65 31% Poles Moved
10-15-65 32%
10-22-65 37%
10-29-65 38%

Nov 1

10-31-65 Specified Date of Completion
11-4-65 Shut down order for winter
11-5-65 42%
11-12-65 49%
11-19-65 50%

Job shut down for winter 11-18-65

127-1071

FORM E-20X—DOM—1-66 SP*18102-734

Bond

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1966

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. John A. Bond

SUBJECT: Time Extension
Orchard Heights Road-
Edgewater Street Section
Salem-Dayton Highway
Contract No. 6648

Attached please find Form No. E-320, "Contractors Request for Increase in Number of Workdays to Complete Construction Contract", on the subject project in which the contractor is asking for an extension of time to complete the subject contract without liquidated damages, said extension being to August 1, 1966. This office has not completed their portion of this form, as some of the data necessary for it is as yet unavailable.

This project was awarded July 20, 1965, with a completion date of October 31, 1965. The contractor started work July 28, 1965, and proceeded full force until August 4, 1965, at which time it was necessary for him to either start working on the existing road or reduce his operations due to utilities in the road and other factors. Not wanting the traffic, which is quite heavy in this area, to wander through excavated areas on dirt and loose gravel, a letter was given to the contractor ordering him not to remove the existing pavement until traffic could be rerouted over an asphaltic surface on new construction. See attached copy of that letter. This meant that the contractor had to work his contract by stage construction rather than working it all at once.

The contractor proceeded on a "slow bell" basis on Stage 1 (that portion not affecting the existing surfacing), bringing it to a state where traffic could be routed over it on an asphalt surface as of November 4, 1965. At this time orders were issued to the contractor (see attached copy of letter dated November 16, 1965) not to disturb the existing surfacing (Stage 2) due to the fact that this could not be completed until next summer causing undue problems to the traffic during the winter. This order was a virtual shutdown of the entire project.

It is the firm belief of this office that had the contractor been allowed to proceed with both Stage 1 and Stage 2 as of August 4, both Stage 1 and Stage 2 could have been performed at the same time and

completed at practically the same time that Stage 1 was completed. Nothing in the specifications indicated that the project should be completed under the stage construction method.

It is the recommendation of this office that an extension be granted on this contract, said extension to be a like number of days from August 4 to the specified completion date of October 30. The extension should extend from the date that the shutdown order issued November 4 is rescinded. Said date of this extension can not be determined at this time but will be determined when weather conditions are suitable next spring.

Attached for your information is a copy of a graph showing the amount of work performed in relation to time on this project. Also attached is a copy of a letter from the contractor on this project to Resident Engineer Harris stating his versions of this matter and a copy of a letter from the Resident Engineer.

R. D. Asburry
Division Engineer

RDA :mm

FORM E-30 REV 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1966

To: Mr. F, B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Time Extension
Orchard Heights Road-Edgewater St. Section
Salem-Dayton Highway
Contract No. 6648

Herewith a request for time extension from Salem Road and Driveway Company asking for a new completion date of August 1, 1966 on the subject project. The specified completion date is October 31, 1965 and the project has been under a shutdown order since November 4, 1965.

The attached letter from Division Engineer Asburry summarizes the progress to date and a progress chart prepared by the Resident Engineer is also attached.

The status of this project is similar to several others which are under winter stop work orders and on which we have had time extension requests that are being held pending resumption of work when a new calendar date for extension can be determined. However, this project is different in one important respect, in that only 50% of the work is done. The unplanned stage construction imposed probably exceeded the measures the contractor would be expected to take for benefit of traffic under Section 7-21. The utility relocations also delayed the contractor and, although there is a saving special provision alerting the contractor to this utility work, the last poles were actually moved only 23 days before the specified completion date.

For these reasons we believe a substantial time extension is justified and that we should make some decision on this request now so that the contractor can plan alternative action if necessary to accomplish the remaining work with minimum penalty.

There were 93 calendar days from August 4, 1965 (when the stage construction was ordered) to the November 4 shutdown. Since the utilities were also a delaying factor until ~~August~~ October 8 (for 66 of the 93 days), the remaining 50% of the project should be completed in substantially less time than the first half. Ninety

per cent of the drainage work has been accomplished and 55% of the curbs built, but only 35% of the paving is done (base only, on the easterly or Stage I side). From the time standpoint, we are assuming that these three items offset each other in the last half of the project. Assuming that the utility work cut the rate of production until they were cleared up on the available Stage I work by one-half, we would have one-half of 66, or 33 days, + 93 minus 66, or 27 days, for a total of 60 calendar days needed to complete the project.

This derivation of a specific number of days justified is based on so much assumption that it seems impractical to seek or wait for the precise date that work can be resumed to determine a new completion date. Work can be expected to resume around May 1 so a 60 day extension would be approximately to July 1. We, therefore, recommend an extension to July 1, 1966 at this time.

This is a secondary Federal-aid project and specific BPR approval is not required. Please advise if you favor submission of this request to the Highway Commission on this basis and we will forward a draft letter for that purpose and we will complete the request forms.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SPRINGFIELD MEMORIAL CEMETERY
7390 McKENZIE HIWAY
SPRINGFIELD, OREGON 97477
TELEPHONE 746-5311

FEB 4 66

February 2, 1966

REFERRED TO
Admin.
BY SECRETARY

State Highway Department,
Salem, Oregon.

Gentlemen:

Mr. J. M. Morgan, right of way agent, stopped in and showed us the map of your widening project, and also explained that your plans were to go to 72nd Street, which will then come into the Western side of our cemetery.

The purpose of this letter is to ask your consideration towards extending the widening a few hundred feet East of your stopping point now, to include the front of our property now dedicated and being used for cemetery purposes.

Not knowing until today of your firm plans, we have been unable to do any landscaping or proper sloping of the front of the cemetery, which parallels the highway, feeling that it would undoubtedly be work wasted and lost when you started your project. Our plans are, and what is projected, is to have the front of the cemetery well landscaped with ground cover and speciman plants, and recognizing that it will take two to four years after the start of the planting for the area to be properly matured and beatified, this means that should you not extend past the property we will have to leave it undeveloped until such time as you are able to make your next extension.

If you are able to consider our request favorable, we assure you of our fullest cooperation in all matters, and also feel that the extension will result not only in a more attractive cemetery, but also enhance that portion of the highway, and will also benefit not only those that have loved ones buried here, but also those that own property on a pre-need basis, and will in general benefit the city and entire area generally.

We solicit one of your representatives meeting with us so that we might explain in more and graphic detail the logic of our request.

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1966
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

SPRINGFIELD MEMORIAL CEMETERY,

Lowell J. Rhoden

Lowell J. Rhoden, Pres.

RECEIVED
FEB 14 1966
FOR FILING

S-SU-252(3)
6648

February 10, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
March 8, 1966 meeting

Gentlemen:

Salem Road and Driveway Company, contractor on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County, Contract No. 6648, has requested an extension of the specified completion date from October 31, 1965 to August 1, 1966. The request is based on delays from utility relocations and a stage construction pattern ordered after work was started.

Several utilities had to relocate their facilities within the project limits and some of their work was not completed until only a few weeks before the specified date of completion of the contract.

The state construction required that a paved surface be kept intact for traffic at all times. This was for the safety and comfort of traffic but did limit the contractor's work area and reduced his rate of performance. This is a Federal-aid Secondary project and is currently under a winter shutdown.

The above reasons justify a substantial time extension and I recommend that an extension be granted to July 1, 1966.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

JAB:bjm bg

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 5, , 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 6648, without the assessment of liquidated damages. The said contract is described as follows: Polk County, Salem-Dayton Highway, Orchard Heights Rd.-Edgewater St. Section, Grading & Paving.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Delay of the several utilities (see our letter of August 17, 1965)

Delay of City Water Department in disconnecting six inch city water main. (see our letter of August 30, 1965)

Order of August 4, 1966 by R. D. Asbury, Division Engineer, disapproving the removal of all of the asphaltic concrete at one time on subject job.

Request completion date of August 1, 1966.

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By Fred C. Voigt
Fred C. Voigt, President

CONSENT OF SURETY

Date 10-7-65, 19.....

We, FEDERAL INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Victor A. Risley
Attorney-in-fact

Victor A. Risley
Countersigned

VICTOR A. RISLEY CO.

BY: Victor A. Risley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Late completion of utility relocations and limitations imposed by ordered stage construction.

Recommended for Approval:

.....
Division Engineer

.....
For Construction Engineer or Bridge Engineer

.....
Approved State Highway Engineer

Contract No. **6648**

Project designation **S-SU-252(3)**

State-Federal

Date awarded **July 20, 1965**

Work started **July 28, 1965**

Per cent completed **50%**

Specified Completion Date
~~XXXXXXXXXXXXXXXX~~ **Oct. 31, 1965**
~~No. of Workdays Allowed~~

No. of Workdays Used

Requested Completion - July 1, 1966
~~XXXXXXXXXX~~
~~No. of Added Workdays Requested~~

RECEIVED
SEP 16 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

S-SU-252(3)

6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Appraisal for Property
R/W File #36654
Orchard Hts. Rd.-Edgewater St. Section
Salem-Dayton Highway
Polk County
Project No. SU-252(3) - Contract No. 6648
YOUR FILE: 911/323
O-PD-64-16

Gentlemen:

Our appraisal for the real property which we requested from you for the construction of this project and, as set forth in paragraph 2 of your Permit of Entry dated July 14, 1965 and accepted by the State on July 21, 1965, has been revised.

The State is now prepared to offer the Southern Pacific Company $3,100.00 as consideration for this land which includes the easements for the property as described and submitted with my letter dated May 10, 1965 to Mr. E. A. Kendrew in Portland. This supercedes the offer set forth in my letter to you dated May 10, 1965.

If this is satisfactory, please proceed with the preparation of the formal instrument of conveyance for this property.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company - Portland

R. L. Porter
L. H. Young
D. H. Moehring
R. D. Asburry
R. M. Harris

RECEIVED
SEP 16 1965
OFFICE OF

RECEIVED
SEP 9 - 1965
FC...

S-54-25-(3)

6648

RECEIVED

August 30, 1965

RECEIVED
SEP - 7 1965
OFFICE OF
DIVISION ENGINEER

Mr Asburry:

Mr. Ross Harris, Resident Engineer
Oregon State Highway Department
P. O. Box 411
McMinnville, Oregon 97128

Dear Sir:

Re: Contract No. 6648, Salem-Dayton Highway, Orchards Heights Rd.-Edgewater St. Section, Polk County.

As a matter of record the following people were in attendance at this mornings conference:

Mr. Scharff, Scharff Bros., Mr. Long and Mr. Webster, Pacific Northwest Bell, George Shull, Salem Road & Driveway Co., Mr. Harris and Mr. Stevenson, Oregon State Highway Department and myself.

The telephone people explained to us that they would be unable to complete their work on the east side of the road until October 8, 1965.

The six inch City water main is still in use from Glen Creek Road to the North end of the project. Under the circumstances we cannot work in this area until the City crews disconnect this line.

Salem Electric completed their work August 27,1965.

With the above information at hand it is without question unreasonable to expect total completion of our work on October 31, 1965 as called for by the special provisions of the contract.

Very truly yours,

Salem Road & Driveway Co.,

Fred C. Voigt

Fred C. Voigt, President

NOTED
GERALD WIMER

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
FOR FILING 9-42	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4 S-Su-252 (3)	8-10-65	COUNTY Polk
6649		PROJECT NO. S-Su-252(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 221 Edgewater St. Salem N. 0.7 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.650
*OTHER *(Specify)*		

FUNDS Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 336,297.00	$ 211,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M B Kluber

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 10, 1965

Oregon State Highway Department

Federal Aid
Project No. S-SU-252(3)

ORCHARD HEIGHTS ROAD-EDGEWATER STREET SECTION OF THE

SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1965

Type Code 6201
Grading and Paving (Sta. 0+00 to Sta. 34+00) (Contract 6648)

Clearing and Grubbing	All Req.		$ 10,000.00
Removal of Curbs	1,600 lin.ft.	$ 1.00	1,600.00
Removal of Walks	150 sq.yd.	1.00	150.00
General Excavation, Unclassified	22,300 cu.yd.	1.50	33,450.00
Finishing Roadbed and Slopes	0.64 mile	2,000.00	1,280.00
Trench Excavation	2,670 cu.yd.	4.00	10,680.00
Watering	540 M-gal.	3.00	1,620.00
Subbase	19,800 ton	1.50	29,700.00
Stone Base	12,350 ton	2.25	27,787.50
3/4" - 0 Material in Stone Leveling Course	600 ton	2.75	1,650.00
3/4" - 0 Aggregate in Prime Coat	250 cu.yd.	6.00	1,500.00
RC-250 Asphalt in Prime Coat	38 ton	60.00	2,280.00
Bituminous Base Mixture	4,850 ton	4.50	21,825.00
Asphalt in Bituminous Base Mixture	224 ton	30.00	6,720.00
Class "B" Asphalt Concrete	6,030 ton	6.50	39,195.00
Class "A" Concrete in Walls	50 cu.yd.	70.00	3,500.00
Metal Reinforcement in Walls	2,800 lbs.	0.15	420.00
Metal Handrail	280 lin.ft.	5.00	1,400.00
12-inch Culvert Pipe	120 lin.ft.	3.00	360.00
6-inch Storm Sewer Pipe	70 lin.ft.	3.00	210.00
12-inch Storm Sewer Pipe	1,970 lin.ft.	4.50	8,865.00
15-inch Storm Sewer Pipe	500 lin.ft.	6.00	3,000.00
18-inch Storm Sewer Pipe	1,730 lin.ft.	5.75	9,947.50
21-inch Storm Sewer Pipe	1,780 lin.ft.	7.50	13,350.00
24-inch Storm Sewer Pipe	220 lin.ft.	10.00	2,200.00
27-inch Storm Sewer Pipe	220 lin.ft.	8.50	1,870.00
60-inch Storm Sewer Pipe	30 lin.ft.	65.00	1,950.00
Concrete Manholes	18 only	360.00	6,480.00
Concrete Inlets, Type "D"	3 only	80.00	240.00
Concrete Inlets, Type "G"	21 only	70.00	1,470.00
Concrete Inlets, Type G-1	24 only	75.00	1,800.00
Concrete Inlets, Type G-2a	6 only	85.00	510.00

Adjusting Manholes	21 only	$ 30.00	$ 630.00
Adjusting Boxes	1 only	20.00	20.00
Concrete Curbs	210 cu.yd.	38.50	8,085.00
Concrete Driveways	700 sq.yd.	4.20	2,940.00
Extra for AC Concrete Approaches	3 only	25.00	75.00
Extra for AC Concrete Slopes	1,020 sq.yd.	1.00	1,020.00
Extra for AC Concrete Walks	230 sq.yd.	1.50	345.00
Furnishing Field Laboratory Bldg.	All Req.		500.00
			$260,625.00
Flagging (57½ of Contractors Cost)	All Req.		$ 2,000.00
Signing	All Req.		1,600.00
Traffic Signal Revision	All Req.		1,500.00
			$ 5,100.00
Utilities			
Southern Pacific Railroad	All Req.		$ 30,000.00
City of Salem Utilities (Water)	All Req.		10,000.00
			$ 40,000.00
		Subtotal	$305,725.00
		10% Engr. & Cont.	30,572.00
		Total	$336,297.00

Federal Funds	$ 211,000.00
State Funds	31,297.00
City Funds	94,000.00
Total	$336,297.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 127-1071

ORCHARD HEIGHTS ROAD-EDGEWATER STREET SECTION OF THE SALEM-DAYTON HIGHWAY IN POLK COUNTY

State Work

Concrete Walks	2,150 sq.yd.	$ 3.25	$ 6,987.50

FORM E-128X 20M 8-

RECEIVED
AUG 13 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 6, 1965

Salem Electric
P. O. Box 688
Salem, Oregon

ATTENTION: Mr. D. J. Overs

RE: Power Pole Adjustment
Orchard Heights Rd.-Edgewater St. Section
Salem-Dayton Highway - Polk County
Contract No. 6648
Project No. S-SU-252(3)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 28, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of July 28, 1965.

Reimbursement for work performed subsequent to July 28, 1965, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By

Phil G. Preston
for T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
Ross Harris
F. T. Lacey
F. W. Sugnet

RECEIVED
AUG 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1965
FOR FILING

127-1071

S-SA-252(3)

6645

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1965

To: Mr. R. M. Harris
Resident Engineer
Oregon State Highway Department
Box All
McMinnville, Oregon

SUBJECT: Orchard Heights Road-
Edgewater Street Section
Salem-Dayton Highway
Contract 6648

Assistant State Highway Engineer F. B. Klaboe has instructed that the typical section on the subject project be revised as follows:

From beginning of the project to Glenn Creek Road in the areas immediately under the existing roadway, the existing gravel materials shall be left in place where the typical section shows 9½ inches of "Stone Subbase". In other words, where gravels are in place our excavation will be stopped at the bottom of the normal stone base material.

From Glenn Creek Road to the north end of the project, the existing pavement to be left in place—the grade line to be revised so that the normal 3½ inches of A.C. will be laid on the existing surfacing. There is a roll in the existing grade at approximately Station 30 which should be a control, rolling the grade over it and feathering out on both sides of it.

Will you please proceed on this basis and so inform the contractor.

NOTED
F. B. KLABOE

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc F. B. Klaboe
F. D. Morgan

RECEIVED
AUG 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1965
COMMISSIONERS
FOR FILING

FORM E-1
GLENN L. JONES, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-171-252(3)

6642

127-1071

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 4, 1965

Salem Road and Driveway Company
Post Office Box 603
Salem, Oregon

Subject: Orchard Heights Road-Edgewater Street Section
Salem-Dayton Highway
Contract 6642

Gentlemen:

Please be informed that this office will not approve the removal of all of the asphaltic concrete on the subject project at one time, which would require the traffic to pass through and over grading operations on dirt or gravel materials.

You are hereby instructed to leave in place such asphaltic concrete to accommodate the existing traffic through the subject contract until such time as adequate asphaltic surfacing shall be placed on the widened areas so that traffic can be routed over it, at which time the remainder of the old asphaltic concrete can be removed.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc F. B. Klaboe
F. D. Morgan
R. M. Harris

NOTED
F. B. KLABOE

RECEIVED
AUG 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
COMMISSIONERS
JUL 29 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

J-171-252(3)

6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 27, 1965

Salem Electric
633 Front Street, N. E.
Salem, Oregon

Attention: Mr. Jerry Overs

Re: Power Pole Adjustment
Orchard Heights Rd.-Edgewater St. Sec.
Salem-Dayton Highway
Polk County
Contract No. 6648

NOTED
F. B. KLABOE

Gentlemen:

The above-mentioned section of highway is currently under contract by the State Highway Commission and construction is progressing thereon. A certain power pole owned by your company conflicts with the construction requirements of subject project and must be adjusted.

Said power pole is located easterly of Highway Engineer's Centerline Station 13+95. A move of the pole 13 feet northerly is required due to a change in the design for the approach of a service station.

This pole was adjusted by the company at the company's expense and in compliance with an earlier request connected with this project.

Although the pole is located in public road right of way, the State will reimburse the company for its costs in making this adjustment inasmuch as the exercise of the police power of the State must be reasonable and not arbitrary and capricious. Please submit the cost estimate and sketch map to the Field Utilities Liaison Engineer. Reimbursement will be made following the provisions of Bureau of Public Roads' Policy and Procedure Memorandum No. 30-4, issued December 31, 1957, and the provisions contained in Exhibit "A", attached hereto and by reference made a part hereof.

Further information concerning construction details may be secured from the project Resident Engineer, Mr. Ross Harris at P. O. Box 411, McMinnville, Oregon 97128. A permit for the relocation of said pole within the state highway right of way must be secured from the District Maintenance Superintendent for District 2-B, Mr. F. T. Lacey at P. O. Box 30, Salem, Oregon 97310. The Field Utilities Liaison Engineer for this area is Mr. F. W. Sugnet at Room 405, State Highway Building, Salem, Oregon 97310, who will answer all inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JUL 27 1965
STATE HIGHWAY ENGINEER

JNH:ja
Encls.
cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield (4)
F. W. Sugnet
F. T. Lacey
Ross Harris
G. W. Ross
C. H. Maison
R. D. Asburry

RECEIVED
JUL 21 1965
FOR FILING
S-SU-252(3)
6648

Salem, Oregon 97310
July 21, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Orchard Heights Road-
Edgewater Street
West Salem

We have instructed Mr. Young to proceed and award this contract as of July 20. This award is being made with the understanding that two parcels of property now owned by the Southern Pacific Railroad Company and leased to private business operators must be protected from any construction activity until such time as our Legal Department has worked out methods of handling the necessary revisions to the buildings. We have advised the Legal Department that we expect them to handle this matter in about two weeks time.

Please, therefore, make sure that the contractor does not encroach on these properties until you have received further advice from this office.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. D. Asburry

FORM S-1222 5M 1-65

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JUL 23 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SU-252(3)

6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Permit of Entry
Orchard Heights Rd.-Edgewater St. Section
Salem-Dayton Highway - Polk County
Project No. S-SU-252(3)
Contract No. 6648
YOUR FILE: 911/323
O-PD-64-16

Gentlemen:

Attached you will find the duplicate counterpart of the Permit of Entry dated July 14, 1965 signed by our Deputy State Highway Engineer, Mr. R. L. Porter, on this date.

We have reviewed the terms of the Permit and can take exception only to the reference made in paragraphs 2 and 4 to the area 0.21 acre. Our revised description transmitted to you with our letter of May 10, 1965, shows this area to be 0.17 acre.

This contract was awarded on July 20, 1965 to the Salem Road and Driveway Company, P. O. Box 603, Salem, Oregon 97308.

Very truly yours,

F. D. Morgan
Construction Engineer

By [illegible]

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company - Portland (w/attach.)

R. L. Porter (w/attach.)
L. H. Young "
D. H. Moehring "
R. D. Asburry "
R. M. Harris "
F. W. Sugnet "

RECEIVED
JUL 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

July 14, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

911/323
O-PD-64-16

CONSTRUCTION DIV.
JUL 16 1965

Mr. Forrest Cooper (3)
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. F. D. Morgan
Construction Engineer

Dear Sir:

Reference is made to Mr. F. D. Morgan's letter dated May 10, 1965, file No. 36654, Orchard Heights Road-Edgewater Street Section, Salem-Dayton Highway (Wallace Road), Polk County, concerning the proposed improvement of Wallace Road and alteration of the Wallace Road grade crossing at West Salem.

In connection with the proposed construction by the State, Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter immediately upon the property of Railroad for highway construction purposes in the locations shown by descriptive legends on the attached print of Southern Pacific Company Oregon Division drawing D-973, sheet 1, revised July 2, 1965, subject, however, to the provisions hereafter set forth:

(1) As to the parcel over Railroad's 70 ft. wide operated right of way and containing an area of 6650 sq. ft., more or less, State will execute Railroad's usual form of street or highway indenture promptly upon presentation. The State shall obtain any necessary order and permission from the Public Utilities Commissioner of Oregon for alteration and improvement of the grade crossing on said parcel, and the cost of said improvements, including cost of furnishing and installing such automatic crossing protection signals as may be required by said Commissioner shall be apportioned in accordance with U. S.

Bureau of Public Roads Policy and Procedure Memorandums 21-10 and 30-3 and any amendments thereto. Billing for any work performed by Railroad shall be in accordance with said Memorandum 30-3.

(2) The parcel containing an area of 0.21 of an acre, more or less, as illustrated on said print, shall be conveyed to the State for highway purposes and the parcel containing an area of 0.33 of an acre, more or less, shall be conveyed by easement for highway slopes and retaining walls. Formal instruments of conveyance shall be entered into within one year from the date of acceptance of this letter on behalf of the State if State and Railroad are in agreement as to the consideration to be paid by State for Railroad's property covered by said instruments and any damages in connection therewith. If State and Railroad are unable to reach an agreement within the above one year period with respect to the consideration to be paid by the State, State agrees to immediately file and thereafter prosecute with due diligence a condemnation action before a court or other governmental body of competent jurisdiction for the taking of said property or interest therein and the determination of the fair and just value thereof to which Railroad shall be entitled, together with any damages suffered by Railroad in connection therewith.

(3) Right of entry is granted subject to the rights of any lessee of Railroad at the time in possession of any of the land involved in said permit and State shall, at its expense, make all arrangements with said lessees for relocation, rearrangement or removal of lessee's facilities located on said land.

(4) All cost of construction on said parcels containing areas of 0.21 and 0.33 of an acre, more or less, including but not limited to paving, curbs, gutters, slopes, retaining walls, drainage and other highway facilities is to be borne by State and State will reimburse Railroad for any expense incurred by Railroad in connection therewith.

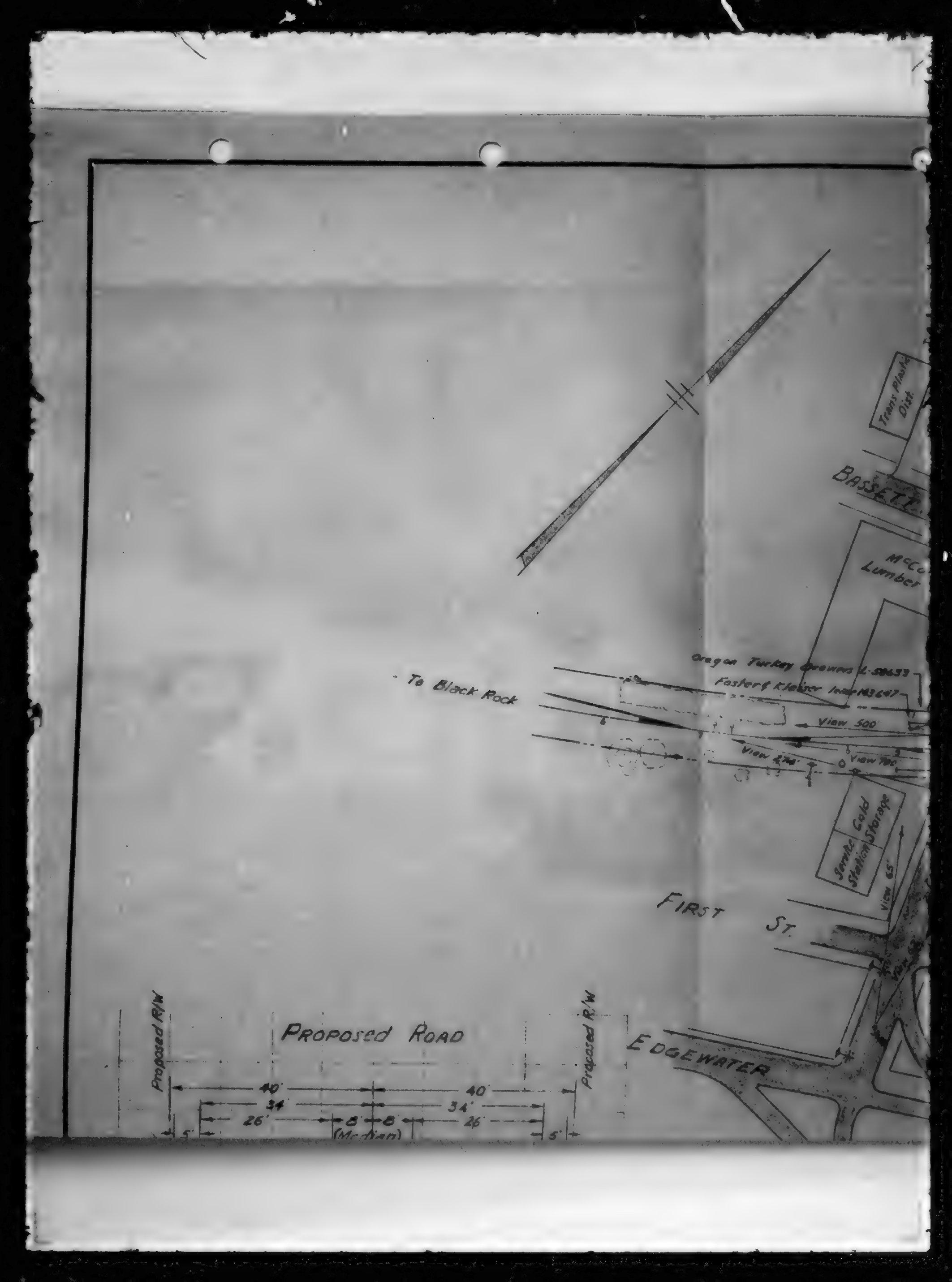
If the foregoing is satisfactory, please arrange for acceptance on behalf of the State of Oregon on the duplicate copy of this letter, thereafter returning same to this office.

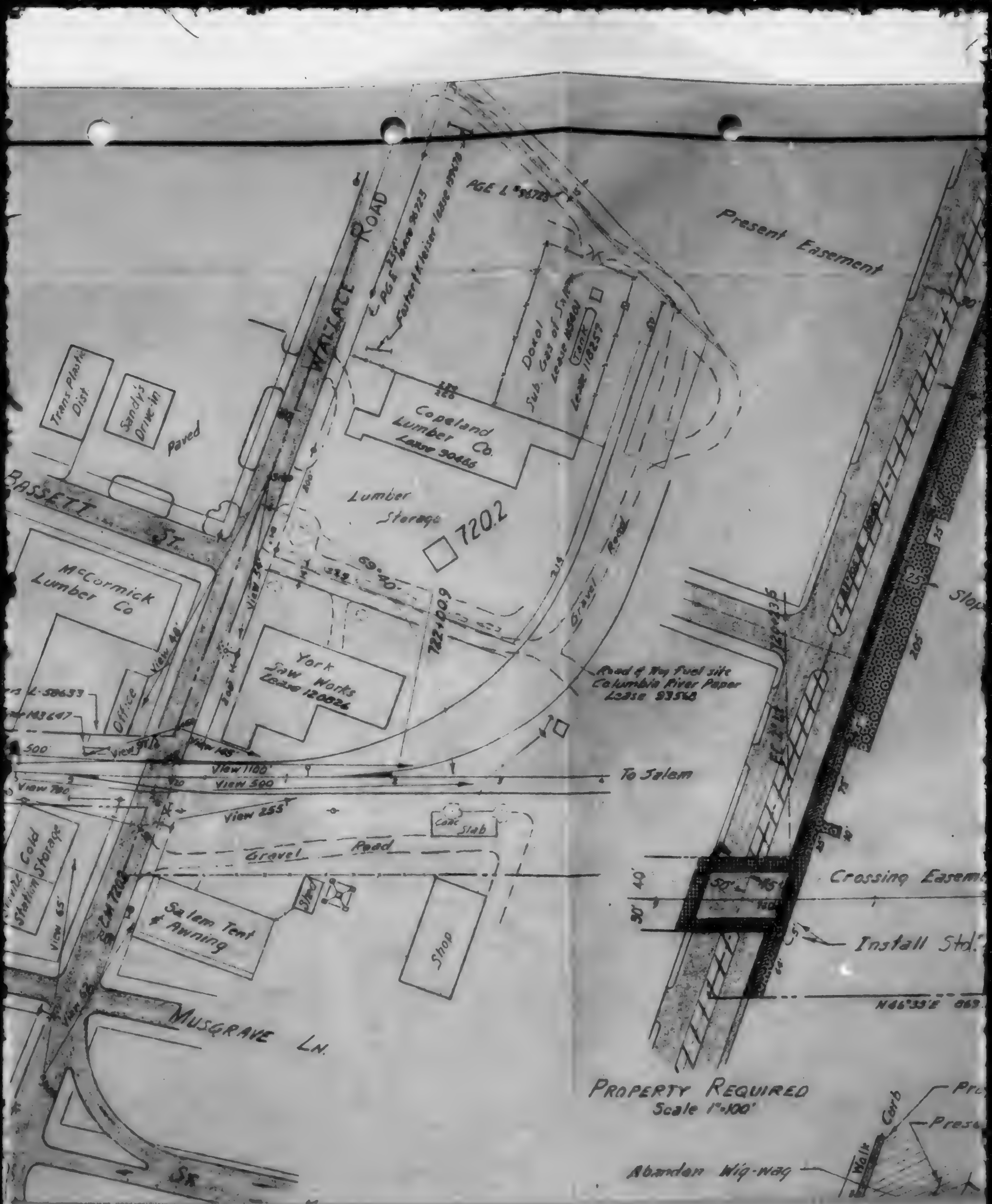
Yours very truly,

H M Williamson
Jr

ACCEPTED THIS 21st DAY
OF July, 1965 ON
BEHALF OF THE STATE OF OREGON ACTING
BY AND THROUGH ITS STATE HIGHWAY DEPARTMENT.

By _____
Title


To Black Rock
Trans Plants Dist.
BASSETT
Mecc Lumber
Oregon Turkey Growers L-50633
Fosterf Kleiser Inc-M3607
View 500'
View 274'
View 700'
Service Station
Cold Storage
View 65'
FIRST ST.
EDGEWATER
PROPOSED ROAD
Proposed R/W
Proposed R/W
40'
40'
34'
34'
26'
26'
5'
5'
(Median)


WALLACE ROAD
Present Easement
Trans Plastic Dist.
Sandy's Drive-In
Paved
Copeland Lumber Co. Lease 90486
Dorol Sub. Gas of Shell Lease 118257
Tank
Lumber Storage
7202
BASSETT ST.
McCormick Lumber Co
York Saw Works Lease 120826
Office
Gravel Road
Road of Way fuel site Columbia River Paper Lease 93548
To Salem
Cold Storage
Salem Tent & Awning
Shed
Shop
Conc Slab
MUSGRAVE LN.
Crossing Easem
Install Std.
PROPERTY REQUIRED
Scale 1"=100'
Abandon Wig-Wag
Walk
Curb

WALLACE ROAD

PGE L #96723

Present Easement

Doral Sub. Corp. of Salem Lease 45601

Tank Lease 118257

Copeland Lumber Co. Lease 90465

Lumber Storage

720.2

Gravel Road

722+009

Road of Pay Fuel site Columbia River Paper Lease 93568

10' Add'l Property Required for Street (0.21 Acres)

Slope Easement (0.33 Acres)

Crossing Easement (6650 sq. ft.)

To Salem

Install Std. 2-B flashing lights

N46°59'E 869.28'

Works 180826

Road

Concr. Slab

Shop

PROPERTY REQUIRED
Scale 1"=100'

Proposed roadway

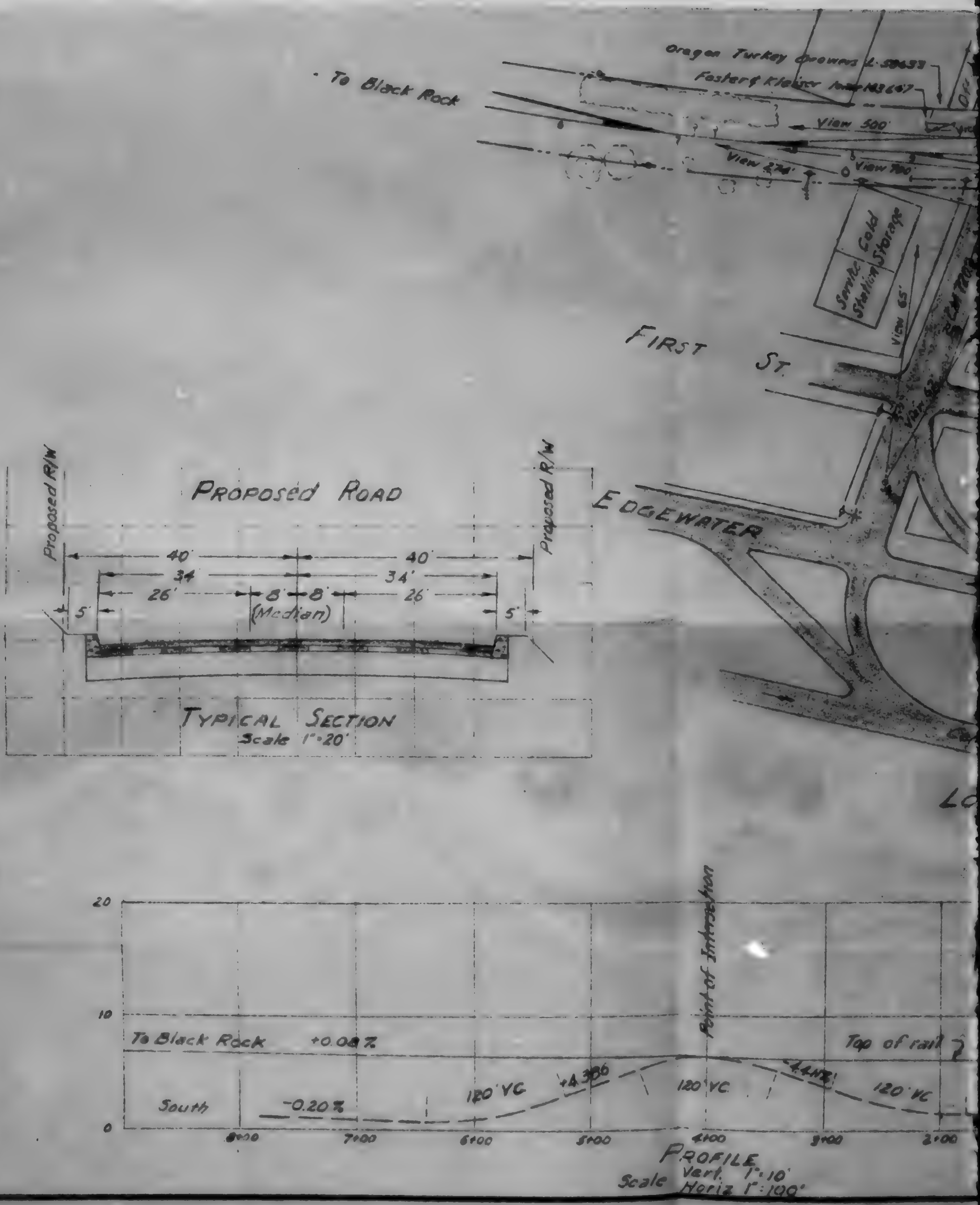
Present roadway

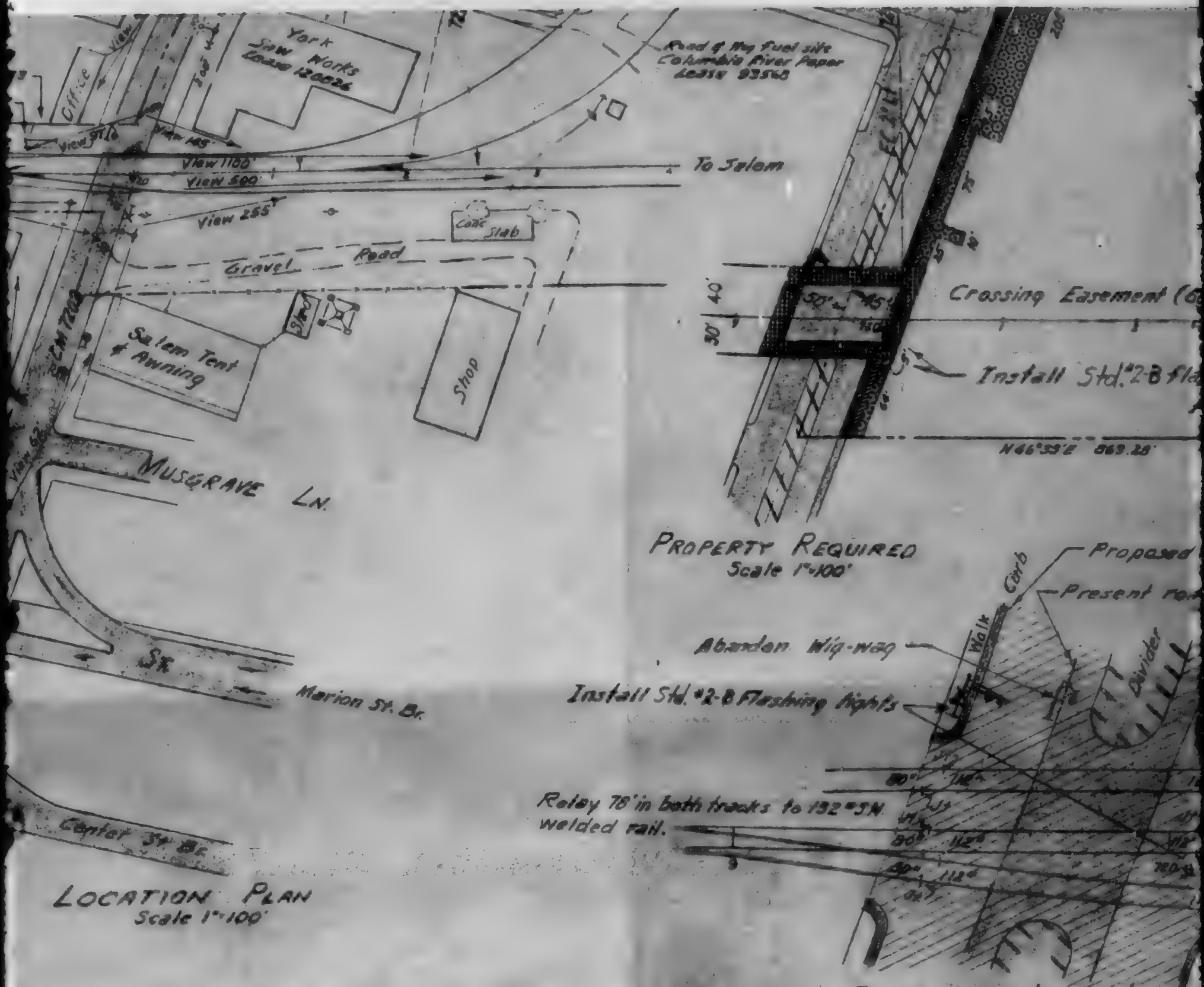
Walk

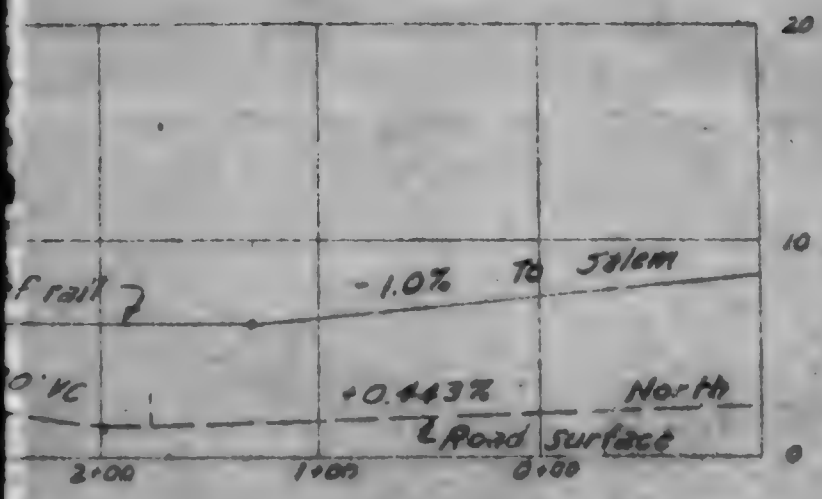
Curb

Abandon Nig-Way

Curb


To Black Rock
Oregon Turkey Growers L. 58633
Foster & Kleiser Inc. 183647
View 500'
View 274'
View 780'
Service Station
Cold Storage
View 65'
FIRST ST.
View 43'
EDGEWATER
PROPOSED ROAD
Proposed R/W
Proposed R/W
40'
40'
34'
34'
26'
8'
8'
26'
5'
5'
(Median)
TYPICAL SECTION
Scale 1"=20'
20
10
0
To Black Rock +0.08%
South -0.20%
120' VC
+4.30%
120' VC
-4.41%
120' VC
Top of rail
Point of Intersection
8+00
7+00
6+00
5+00
4+00
3+00
2+00
PROFILE
Scale Vert. 1"=10'
Horiz 1"=100'





LOCATION PLAN
Scale 1"=100'

SOUTHERN PACIFIC COMP

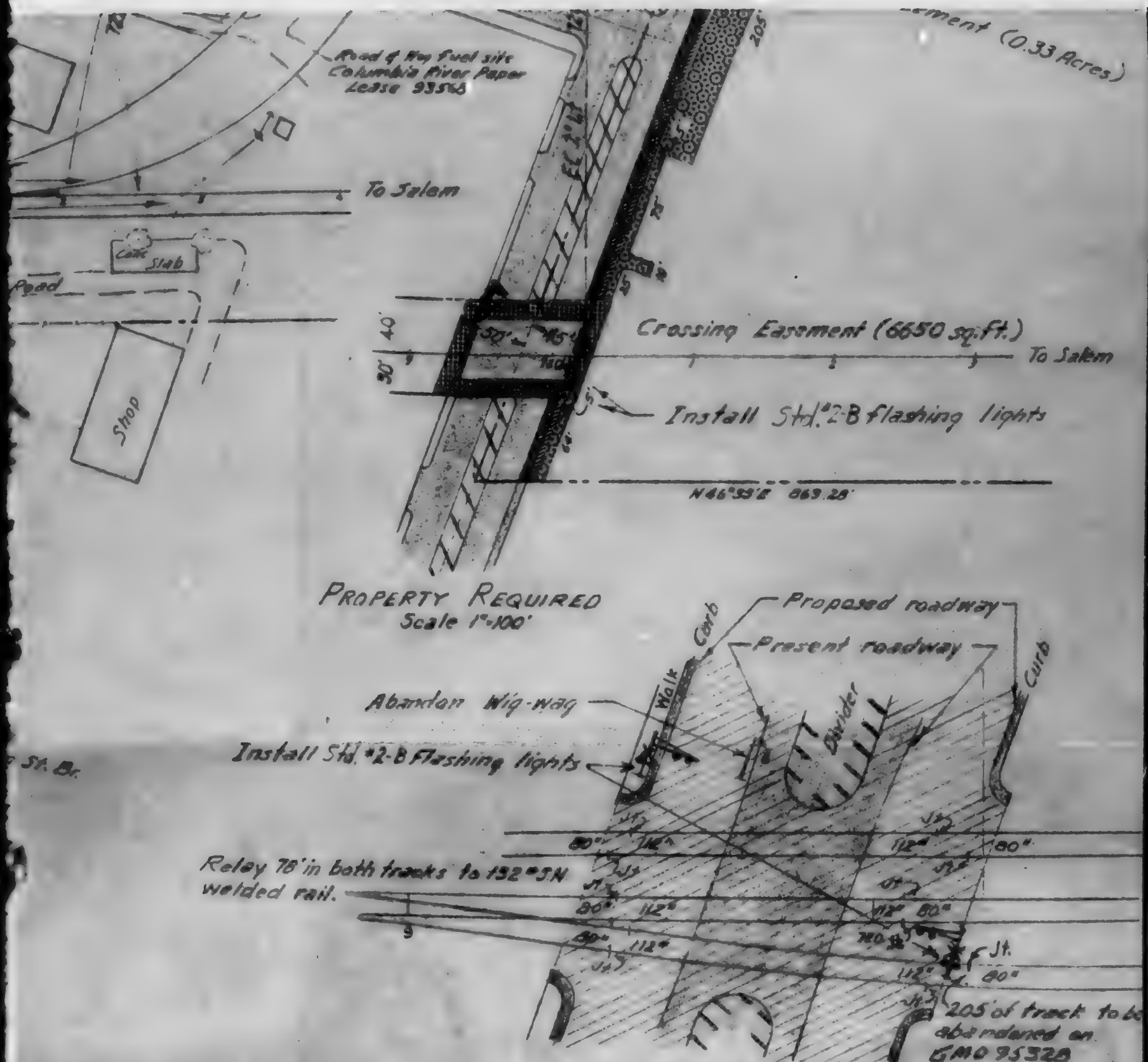
PACIFIC LINES

FALLS CITY BR.

WEST SALEM

Map to accompany application to P.U.C
improving WALLACE ROAD

Scale As Shown LGH Nov 5,
Rev 7-2-19



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

FALLS CITY BR.

WEST SALEM

Map to accompany application to P.U.C. for improving WALLACE ROAD

Scale As Shown LGH Nov 5, 1964

Rev 7-2-1965

OREGON DIVN.	
DRAWING	D-973
SHEET NO.	1

DRAWER

RECEIVED
SEP 20 1965
FOR FILING

S-SU-252(3)

6611

July 20, 1965

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for grading and paving on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in West Salem in Polk County for the sum of $467,612.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6648.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RESOLUTION NO. 65-101

WHEREAS, pursuant to Resolution No. 65-63 adopted by the Common Council May 24, 1965, the City Recorder, by notice published in a daily newspaper in the City of Salem, Oregon, invited bids for the making of a public improvement, namely, the improvement of WALLACE ROAD from Edgewater Street to the north city limits, City of Salem, Oregon; and,

WHEREAS, as a result thereof bids have been received and the lowest responsible bidder determined; Now, Therefore,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the bid of Salem Road and Driveway Company in the amount of $267,612.50 for the improvement of WALLACE ROAD from Edgewater Street to the north city limits, City of Salem, Oregon, is the lowest responsible bid received by the City of Salem and State of Oregon, and the Mayor and Recorder be, and they hereby are, authorized and directed on behalf of the said City of Salem jointly with the State of Oregon to enter into the appropriate contract with said company for the aforesaid named public improvement, the character of said improvement which is hereby determined to be the providing drainage, constructing cement concrete curbs, paving said portion of said street with a 3½" asphaltic concrete pavement 68 feet wide and constructing sidewalks 4½ feet in width along both sides of Wallace Road, all in accordance with the plans and specifications therefor which were approved and adopted by the Common Council April 26, 1965.

AND BE IT FURTHER RESOLVED that the awarding of the aforesaid

contract shall be conditioned upon the State of Oregon, by and through the State Highway Commission concurring in this award.

ADOPTED by the Common Council this 7th day of July, 1965.

ATTEST:

/s/ Betty J. Marsh
City Recorder

RECEIVED
JUL 13 1965
FORM E-BOX—BOM—12-65 54677

S-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

To: Mr. L. H. Young
O F F I C E

SUBJECT: Cooperative Construction Project
Orchard Hts. Rd.-Edgewater St. Section
Salem-Dayton Hwy. #150 (Wallace Rd.)
City of Salem

City of Salem's checks ($48,000 and $27,000) totaling $75,000 have been received and as this is the correct amount of the deposit required prior to July 9, 1965, the subject project is now clear for award.

An additional $19,000 will be required of the city prior to July 9, 1966.

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

cc: R. L. Porter

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JUL 9 1965
OFFICE
STATE HIGHWAY ENGINEER

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JUL 15 1965
FOR FILING
S-SU-252(3)
6648

MISC. CONTRACTS and
AGREEMENTS No. 2857

Salem, Oregon
June 30, 1965

(NOA - 6/1/65)
Cooperative Construction Agreement
Orchard Heights Road-Edgewater St. Sec.
Salem-Dayton Highway No. 150
(Wallace Road)
City of Salem

Mr. H.S. Cox
County & City Engineer
B u i l d i n g

Attention: Mr. D.N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of a cooperative construction agreement with the City of Salem covering the above named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Salem.

Secretary

rn
Attach: 1

RECEIVED
JUL 1 - 1965
FOR FILING

S-SU-25-2(3)
6648
NOTED
PORTER

PACIFIC NORTHWEST BELL
1225 22ND STREET S.E., SALEM, OREGON · AREA CODE 503 · 585-2127

L. E. Webb, DISTRICT ENGINEERING MANAGER

Salem, June 29, 1965

Oregon State Highway Department
Salem,
Oregon 97310

Attention: Mr. T. W. Litchfield, Utilities Liaison Engineer

Gentlemen:

This letter is to confirm our position regarding our main underground conduit system on Wallace Road in West Salem, as discussed by Mr. F. W. Sugnet and Mr. T. L. Baker on June 25, 1965.

If the Highway Department will allow us to maintain our main conduit at its present grade, we will not hold the State of Oregon or any authorized contractor working on this project liable for damages.

This waiver will of course be null and void if damages are caused by negligence or intent to do damage.

It would be greatly appreciated if you would advise the contractors that we will provide personnel to locate and mark all conduit. This can be arranged by calling Mr. H. W. Turner, 585-2111 in Salem.

Very truly yours,

L. E. Webb
District Engineering Manager

WFW:cs
cc: Mr. F. W. Sugnet, Assistant Utilities Liaison Engineer

RL Porter
FB Klaboe
FD Morgan
C.H Hanson
RD. Asbury
R.M. Harris
6-30-65 PGP

RECEIVED
JUN 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
JUN 30 1965

RECEIVED
JUN 10 1965
FOR FILING
S-SU-252(3)
6648

Salem, Oregon 97310
June 9, 1965

Orchard Heights-Edgewater Street
Salem-Dayton Highway

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

In reviewing the plans for this project, Mr. Porter noted the absence of existing water lines near the north end of the project. He also was of the opinion that there should be some cross culvert installation near the north end to take care of water on both sides of the roadway.

In order that the project not be delayed, Mr. Porter signed them but was assured by me that we would advise the contractor of the existence of these water lines prior to bid opening. This could either be done by correcting the plans immediately or by issuing a correction letter with a new plan sheet.

Please see that this work is accomplished.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. R. L. Porter
Mr. L. H. Young

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

S-SU-252(3)

6648

June 8, 1965

CONSTRUCTION DIV.
RECEIVED
JUN 9 1965
NOTED-- CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Donner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Wasco Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hobo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallis Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
JUN 10 1965
OFC

RECEIVED
JUN 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SU-252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

RE: Grade Crossing Protection
Orchard Heights Rd.-Edgewater St. Section
Salem-Dayton Highway
Polk County
YOUR FILE: 911/323
O-FD-64-16

Gentlemen:

VOTED
PORTER

This is in reply to your letter of May 18, 1965 in which you state the railroad will contribute only 10 per cent of the cost for the installation of crossing gates on this project.

This matter has been reviewed thoroughly by the Highway Department and the State is not willing to have crossing gates installed under the terms outlined in your letter. In our letter of May 10, 1965 one of the conditions we stated under which we would accept crossing gates was that the railroad would bear 25 per cent of the cost of installation. You will also note in that same paragraph we stated that the installation of crossing gates appears to be unwarranted.

It is our opinion that the installation of crossing gates is definitely unwarranted for the following reasons:

(1) This is not a main line track.

(2) Although there are three tracks at this crossing, one track is abandoned and will be removed, and only one train at a time will occupy this crossing.

(3) The speed at which trains may use this track is only 15 miles per hour.

(4) The accident experiences at this location, as mentioned in our May 10 letter, shows no accidents since 1961.

Another problem has arisen with respect to the installation of crossing gates, and that concerns the foundation of the northerly gate your Mr. Kilborn requested to be designed into our retaining wall by his letter of May 7, 1965. We have developed such a design, but the footing and the counterbalance of the gate will, by necessity, rest partly on private property. Our wall has been designed specifically to avoid any more encroachment than absolutely necessary on the Oregon Turkey Grower's (File No. 36655) property which lies between Highway Stations 4+00 and 5+50. If the gates were installed we would look to the railroad to acquire the additional property required for their installation.

We therefore propose that Type 2-B flashing light signals with gongs, predictors and 12-foot cantilever arms be installed within the existing railroad property. We also request that the railroad contribute 10 per cent of the cost of this installation in accordance with paragraph 20f of PPM 20-10, since these signals will replace the existing outdated wigwag signals. It is our intention to amend our application to the P.U.C. on this basis.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm:fp

cc: Southern Pacific Company - Portland

bc: R. L. Porter w/copy of SPRR letter
L. H. Young "
I. D. Merchant "
D. H. Moehring "
R. D. Asburry "

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. O. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

May 18, 1965

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911/323

0-PD-64-16

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

This will acknowledge receipt of your letter of May 10, file No. 36654, Orchard Heights Rd.-Edgewater Street Section, Salem-Dayton Highway, Polk County, concerning proposed improvements on the Salem-Dayton Highway which will include improvement of the grade crossing of Wallace Road in West Salem. The proposals outlined in your letter will be considered promptly and we will let you have our decision as to sale of property, improvement of the crossing, etc., as quickly as possible.

It is noted that this improvement is to be undertaken as a Federal Aid Secondary Project and, such being the case, it is our position that Bureau of Public Roads PPM 21-10, as well as PPM 30-3, will apply. We agree with your view that automatic gates should be installed as protection at this crossing, but we cannot agree that Railroad should bear 25% of the cost thereof. Inasmuch as this project will constitute the improvement of an existing grade crossing, PPM 21-10 requires that the Railroad contribution be 10% of the cost of the signal protection, and we will base our consideration of the project on conformance with all regulations of the BPR.

Yours very truly,

HM Williamson
Lb

CONSTRUCTION DIVISION
RECEIVED
MAY 20 1965

RECEIVED
JUN 1 - 1965
FOR FILING

S-SU-252(3)

6648

May 28, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented as an NOA item for your consideration at the June 1 Commission meeting a cooperative construction agreement between the State and the City of Salem for the Orchard Heights Road-West Salem Section of the Salem-Dayton Highway No. 150 (Wallace Road).

The City's estimated share in the cost of the project is $94,000 and the agreement provides that the City deposit $75,000 on or before July 9, 1965, with an additional $19,000 due prior to July 9, 1966. The State is to construct the section and continue its maintenance as part of the Salem-Dayton Highway.

The estimated construction cost within the city is $245,000 and the project is currently scheduled for the June 29 Bid Letting.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. Floyd Quary
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. L. H. Young
Mr. H. S. Cox
Mr. R. D. Asburry
Mr. C. H. Maisen

DNH:mm srb

FORM E-30X—60M—10-62 49033

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 25, 1965
Salem, Oregon

S-SU-252(3)
6648

To:

L. H. Young
Office Engineer
O f f i c e

SUBJECT: Urbanized Area
F-A Projects

The following urbanized area Federal-Aid projects have been reviewed by this office and appear to comply with the requirements of paragraph B-3 of Bureau of Public Roads IM 50-2-65.

SUNRISE O'Xing - Pacific Hwy. West, Sec., Beaverton-Tigard Hwy.
Progress-Pacific Highway West, Sec., Beaverton-Tigard Hwy.
Orchard Heights Road - Edgewater Sec., Salem-Dayton Hwy.
Highlands Interchange-Stadium Fwy., Sec., Sunset Highway

In order to obtain Bureau of Public Roads approval under paragraph B-3 of IM 50-2-65, the following supporting statements should be included:

1. A substantial portion of the right-of-way for the project has been acquired.
2. The detailed location and preliminary design has previously been approved by Public Roads.
3. Evidence of the acceptance of the location and design of the project by all of the affected jurisdictions.

Item #3, above, should be provided by County-City Relations. Supporting data portfolios will not be necessary for these projects.

ORIGINAL SIGNED BY L. E. GEORGE

NOTE:
TOM EDWARDS

L. E. George
Assistant Traffic Engineer

OBJ:mp
cc: H. S. Cox
Tom Edwards

RECEIVED
MAY 26 1965
OFFICE OF
STATE TRAFFIC ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.7 mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		8,000	16,000	85	08	Oregon	35	022	914

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						S-SU-	252 (3)			

COUNTY NAME: Polk — CODE: 053 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 116 (32) — STATE: 150 (36) (37) — U.S. (41)

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
St. . .- ction)						Gr., Dr., Four 12' lanes H.T. Pave. with conc. curbs offset 2' and 16' median with left turn refuge.
	0.65	335,000	211,000	30,000	94,000 (City)	ROW- 80' min.; Access Control - partial; Parking Restrictions - complete; Utility - adj. req. incl. prep. work.
OJECT TALS	0.65	335,000	211,000	30,000	94,000 (City)	

(16) (23) (24) (33)

REMARKS: Additional Data- Item 880, Project S-SU-252(2)

The right of way for this project was approved under Item 880, Project S-SU-252(2) and a substantial portion has been acquired. The City of Salem and Polk County have accepted the location and design of the project. Public hearing was waived as no requests for a hearing were received.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JUN 30 1965
FOR FILING
REFERRED TO
S-SU-252(3)
6648
BY DEPUTY STATE HIGHWAY ENG.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1965

SUBJECT: File No. 36660 - Mennis Oil Co., Inc.
Orchard Heights Rd.-Edgewater St. Sec.
Salem-Dayton Highway
Polk County

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

Attached is a print of a portion of the Right of Way map of the Wallace Road project in West Salem. The fee taking from Mennis Oil Company is shown in red, and a slope easement from the same property is shown in blue. The larger tract ownership of Mennis Oil Company is outlined in green.

A letter of offer has been sent, wherein we have offered $3,500. This sum includes $2,200 for the depreciated cost of a 1,200 square foot metal clad building, $1,200 for the land taken, and the remaining $100 of the offer covers asphaltic concrete in a driveway, etc.

A filing in condemnation has not been made as a Permit of Entry was given by Mr. Mennis. The Permit of Entry gives us possession on June 1 so that the public sale of the improvement involved can be held, and the improvement removed in time for the June 29 bid opening.

Mr. Mennis has ordered an appraisal of the taking by Mr. Boise, a fee appraiser in Salem.

I have every hope that this matter will be settled by Option.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:gc
Attachment
cc - G. E. Rohde

6-7-65
Make appt. with Mr. McAllister if he calls
6-29-65 - Did not call

RECEIVED
MAY 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Doolittle Master Service Sta.
141-460

Westg

r Salem
122
301

Water Bldg

36659

1.3 Ac Lt.

36663

5.18 A

4500' Lt.
375'
750'

854'
1708'

N 21° 29' 30" W

1566'

640'

36660

1365'
2050'

Mennis Oil Co

Paved Area

Paved

Humble Service Sta.

The Carter Oil Co.
164-406

Area

Ac.

n Pacific Co
48-122

Mennis Oil Co.
145-256

CO'S

ADD.

MOYER LANE

LOTS

f Salem
122
301
Water Bldg
36659
1.3 Ac Lt.
854'
1708'
4500' Lt.
375'
750'
N 21° 29' 30" W
1526'
640'
36661
36660
1965'
2050'
Mennis Oil Co
Paved Area
Paved
Area
Humble Service Sta.
The Carter Oil Co.
164-406
Ac.
n Pacific Co
48 - 122
Mennis Oil Co.
145-256
A
A
A
CO'S
107
ADD.
MOYER LANE
N

RECEIVED
MAY 24 1965
FOR FILING

S-SU-2523
6648

May 21, 1965

Mr. Alan F. McCallister
3160 West Sixth Street
Los Angeles, California

Dear Alan:

I have your letter of May 17 and was pleased to hear from you. Somehow over the years, I had lost track of your whereabouts.

I am told that the requested map has been sent to you which should clear up that part of the matter.

I would be glad to confer with you re any problem involved in the West Salem plant, but it is going to be a bit difficult to catch up with me, as I will be out of the state or on trips a substantial part of the time during the next two months. Deputy State Highway Engineer R. L. Porter will be here most of the time and in the event that I would not be available, he could probably see you; however, an appointment would make it easier. I suggest that when you are ready to discuss this matter that you write or call and if I am not here, my secretary can advise you and make appointments. I assure you that I am not trying to stall you off on this matter but merely by chance I have a lot of "away from Salem" things to do in the next few weeks. If you will get in touch at your convenience, I am sure that we can work the matter out.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FCtfn

cc: R. L. Porter
Victor D. Wolfe

ALAN F. McCALLISTER
3160 WEST SIXTH STREET
LOS ANGELES

May 17, 1965

Dear Forrest:

I just received the Highway Department's letter of May 10, 1965, in the mail and thought I would take the time to drop you a quick note and let you know we will look into this proposed highway improvement at a very early date.

We in Signal naturally feel that the property you propose to acquire is considerably more valuable than the offer that was made, especially when it effects the relocation or a portion of the warehouse as well as the land. Before we come to any firm conclusion it will be necessary that we have a copy of the highway right of way map for our review.

The Signal Oil Company has a first mortgage through our parent company, thus the reason for the interest shown by Signal. As soon as a copy of the map is available, I will review and will be in to see you shortly thereafter.

I will look forward to renewing our acquaintance-ship and reminiscing a bit about my first assignment with you out at Madras and the Sherman Highway.

Sincerely,

A. F. McCALLISTER

Mr. Forrest Cooper
State Highway Department
State of Oregon
Salem, Oregon 97310

NOTED
FORREST COOPER

NOTED
R. L PORTER

Signal Oil Company

3160 WEST SIXTH STREET LOS ANGELES, CALIF. 90005

May 17, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

RE: R-36660
Orchard Heights Road
Edgewater Street Section
Salem-Dayton Highway

Gentlemen:

Your letter of May 10, 1965, directed to the Mannis Oil Company, Inc., 600 Wallace Road, N.W., Salem, Oregon, and to Standard Oil Company of California, 225 Bush Street, San Francisco, has been directed to this office concerning the right of way acquisition proposed for the widening, improvement and maintenance of the subject highway.

At your earliest convenience would you please forward a copy of the highway right of way improvement plan proposed in your letter of May 10, so that we may have a clear understanding of the amount of property to be acquired at this location.

Upon receipt of the highway improvement plan, we will review same with the Mannis Oil Company, our distributor in Salem, and then contact you in regard to the offer tender in your letter of May 10.

Your early attention to this matter will be sincerely appreciated.

Very truly yours,

SIGNAL OIL COMPANY

A. F. McCALLISTER
Operations Manager

AFM/cm

cc: C. A. Turnbull
Mannis Oil Company

RECEIVED
MAY 13 1965

S.P.*6416-734

L & R FILING
S-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1965

NOTED
R. L PORTER

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

SUBJECT: P.U.C. Application for Alteration of Grade Crossing
Orchard Heights Rd.-Edgewater St. Section
Salem-Dayton Highway
Polk County

ATTENTION: Mr. J. N. Hershberger

The widening of this section of the subject highway from two lanes to four lanes will require the alteration of the existing grade crossing of the Falls City Branch tracks of the Southern Pacific Company. Attached you will find 12 prints of our Drawing No. 8B-29-26, revised on June 3, 1964, showing the plan, profile and vicinity map of this grade crossing.

This crossing is located in the NW 1/4 SW 1/4 of Section 22, Township 7 South, Range 3 West, W.M. The centerline of the Salem-Dayton Highway intersects the railroad at Highway Station 3+68.2 equals Railroad Station 719+81 with the angle of intersection being 69° 13' 30" in the northeast quadrant.

There are currently three tracks at this grade crossing with the northerly most and southerly most tracks being spur tracks to serve industries in the area. It is understood from the Southern Pacific Company that they intend to abandon and remove the southerly most spur and, therefore, it is expected that this track will be removed in connection with this construction project.

The proposed highway improvement will approach the railroad from the south on an ascending grade of 4.386% and descend to the north on a grade of 4.411%. New construction will conform to our standard for a Class "A(4)" highway and will be composed of four 12-foot travel lanes separated by a 16-foot channelized median. Curbs with 2-foot shy distance will be provided throughout all of the highway improvement except for a distance of eight feet on either side of the centerlines of the two railroad tracks which will remain in service after construction.

The 1963 ADT at this point was 10,000 vehicles per day which is projected to be 19,000 in 1983. There are switching movements only on these tracks which amount to 12 movements per shift, 3 shifts per day during the canning season, which runs from July through September. During the balance of the year, there are 12 movements each day between the hours of 12 midnight and 8 A.M. The maximum speed allowed by railroad regulations at this crossing is 15 miles per hour.

The existing crossing is protected by wigwag crossing signals which are no longer the standard of the Public Utility Commissioner. It is proposed these signals be replaced by Commissioner's Standard No. 4 Automatic Crossing Gates with predictors.

This project will be a City-State Cooperative project and will be financed 75% with State funds, 25% with funds from the City of Salem, except the Railroad shall contribute 25% of the cost of furnishing and installing the automatic crossing gates and predictors. The Railroad will be reimbursed for all its other actual costs incurred on this project.

Sight distances approaching the grade crossing are as follows:

FROM A POINT ON THE HIGHWAY 368 FEET SOUTH OF THE CROSSING:

West	65 feet
East	63 feet

FROM A POINT ON THE HIGHWAY 500 FEET NORTH OF THE CROSSING:

West	48 feet
East	47 feet

FROM A POINT ON THE HIGHWAY 50 FEET SOUTH OF THE CROSSING:

West	186 feet
East	1,000 feet

FROM A POINT ON THE HIGHWAY 50 FEET NORTH OF THE CROSSING:

West	129 feet
East	157 feet

In the construction of this project it is suggested the work be allocated in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

   (a) Furnish and install two Commissioner's Standard No. 4 Automatic Crossing Gates equipped with predictors which will be located along the highway on each side of the railroad tracks.

(b) Salvage the existing wigwag signals and credit the State with the value of the salvage.

(c) Furnish and install preservative treated ties and ballast on and along the portion of the two remaining tracks to be crossed by the roadway.

(d) Furnish and install a gumwood plank crossing on each track for a width when measured along the centerline of the track of 77 feet.

(e) Remove the southerly most track and ties throughout the area to be occupied by the proposed highway improvement only.

(f) Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect traffic on the railroad during the period of construction of the crossing.

2. THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, gumwood plank crossing, warning signals and other railroad facilities after construction of the crossing.

(b) Contribute 25% of the actual cost of furnishing and installing Commissioner's Standard No. 4 Automatic Crossing Gates and predictors.

3. THINGS TO BE DONE BY THE STATE:

(a) Prepare plans, specifications and award a contract for the construction of the project.

(b) Except as hereinbefore stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:," reimburse the Railroad for their actual cost caused by the alteration of this crossing, which shall include 75% of the actual cost of furnishing and installing of the Automatic Crossing Gates and predictors.

(c) Maintain all highway facilities after completion of the project.

Please prepare a Petition to the Public Utility Commission for a hearing on this project.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp:bjm
Attachments

cc: R. L. Porter

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Coop Const
Salem
Hwy 15E

RECEIVED
MAY 10 1965
City of
FOR FILING

S-SU-252(3)
6648

SALEM, OREGON
TELEPHONE (503) 364-3341 • ZIP CODE 9730

RECEIVED
MAY 6 - 1965
ENGINEER
COUNTY & CITY DIVISION

May 4, 1965

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon

Re: Wallace Road Improvement

Dear Mr. Cox:

The Common Council of the City of Salem at its last regular meeting April 26, 1965, adopted Resolution 65-25 authorizing the execution of that certain agreement between the State of Oregon and the said City regarding the improvement of Wallace Road. Pursuant to that authorization, the Mayor and Recorder have attached their signatures to the agreement and you will find same enclosed herewith. Also enclosed are copies of the resolution.

As it stands presently, the matter will again come before the Common Council at their meeting of May 24, 1965, at which time a public hearing will be held and a resolution passed directing that the city, in conjunction with the State of Oregon, proceed with the project. As I explained to you previously, the city is required under its Charter to advertise for five successive days inviting bids. It would be hopeful that we could either join with the State in the advertising, or be supplied sufficient information so that if we advertised separately, it would tie in with the State's advertisement. As you are aware, the City of Salem contemplates joining with the State in letting the contract and therefore, the city should be a party to the contract itself. I will look forward to hearing from you as soon as you have put the advertisement and the proposed contract together.

L.H. Young
Is this
Kosher?
D.H.

Very truly yours,

William J. Juza

William J. Juza
City Attorney

NOTED
F.B. KLABOE

WJJ:et
cc: B.T.Van Wormer, Dir.
Public Works Dept.

OREGON'S CAPITAL

cc: Klaboe-Young-Morgan

ESTIMATE OF COST
ORCHARD HEIGHTS ROAD-EDGEWATER STREET SECTION
(Taybin Road-Edgewater Street Unit)
Salem-Dayton Highway No. 150
City of Salem

Total Cost, Taybin Road-Edgewater Street Unit

Right-of-way	$135,000
Construction and engineering	228,000
Total Estimate	$363,000

City's Share of Cost

Right-of-way:

$135,000 X 25%	$ 33,750	
Less 75% est. cost, A.C. walks	- 3,200	
	$ 30,550	$30,550

Construction, Engineering:

$228,000 X 100%	$228,000		
Less 100% est. cost, p.c.c. walks	- 8,160		
Less 100% est. cost, RR signals	-29,000		
	$190,840	X 25% =	$47,710

Portland cement concrete walks: $8,160 X 100% = $ 8,160

Railroad Signals: $29,000 X 25% = $ 7,250

TOTAL, CITY'S ESTIMATED SHARE = $93,670 (Say $94,000)

DMH:mm
4/21/65

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED
APR 26 1965
FOR FILING

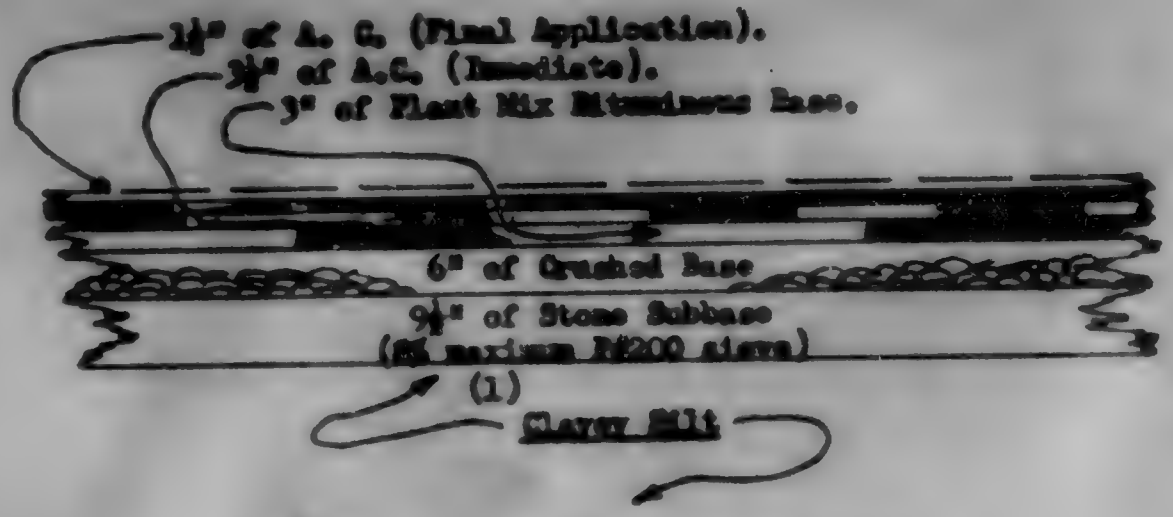
Section ORCHARD HEIGHTS - HIGHWATER ST. Highway SALEM - DALLAS (FA 116) County POLK Proj. 5x 12-1465

Res. Engr. A. E. McCoy Approx. Length 0.72 Miles. Sta. 378+92 to Sta. 0+00 Date 4-16-65

Truck A.D.T. 338 Traffic Coefficient 9.4 18 kip e.a. per day 237.2.

Annual Precipitation 41" Frost Penetration - - - - - .

(1)
Typical Soil
41 LL
18 PI
91 %P 10
79 %P200
9 %Gravel
4 %C Sand
8 %F Sand
58 %Silt
21 %Clay
12 "R" Value (Corrected)



CBR Total Req.	Credit	Actual Thick.	
	3	1½	AC (Final)
	7	3½	AC (Immediate)
	4½	3	PMBC
	6	6	Cr. Base
	9½	9½	Stone Subbase
30	30	23½	

AASHO CLASSIFICATION:
A-7-6 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
Supercedes Project Base Design dated 5-1-64.

cc:
S.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
F. B. KLAUSE

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section ORCHARD HEIGHTS - EDGEWATER ST. Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date _____

Truck A.D.T. _____ Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1) Typical Soil		Truck A.D.T.	Wear. Surf.	Leveling	Crushed Base	Stone Subbase	CBR Total Req.	Credit	Actual Thick.	
	LL									
See	PI	90 - 240	3½" A.C.	2"	6"	12" Min.	27		23½	
Page	%P 10	30 - 90	3 " A.C.	2"	6"	10" Min.	24		21	
1	%P200	8 - 30	2 " A.C.	2"	6"	9" Min.	21		19	
	%Gravel	1 - 8	2 " A.C.	2"	6"	6" Min.	18		16	
	%C Sand	Cars Only	2 " A.C.	2"	7"	———	13		11	
	%F Sand									
	%Silt									
	%Clay									
	"R" Value (Corrected)									

Should an oil mat or gravel wearing surface be substituted in place of A.C., the "Total Thickness Requirement" would equal to the depth shown in the "Crushed Base Equivalent" column. Values assigned the various materials are shown below:

1" A.C.	=	2" Crushed Base
1" P.M.B.B.	=	1½" Crushed Base
1" Stone Subbase	=	1" Crushed Base

AASHO CLASSIFICATION:

MATERIAL SOURCES:

SECTION: ORCHARD HEIGHTS - EDGEWATER ST.

HIGHWAY: SALEM - DAYTON #190 (FA 116)

COUNTY: POLK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 9000 (Total)

B. Future ADT 18000 (Total)

C. Mean ADT 13500 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{Fx}{2}$ 2.25 x (C) 13500 = 337.5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 338 x (F) 100 % = 338

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.6

SECTION: ORCHARD HEIGHTS - EDGEWATER ST.

HIGHWAY: SALEM - DAYTON #150 (FA 116)

COUNTY: POLK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a major consideration
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.72 mi.) project.

RECEIVED
APR 12 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SU-252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 9, 1965

Mr. A. T. Van Dorsser
City Engineer
City Hall
Salem, Oregon

SUBJECT: Estimate of Cost
Orchard Hts. Rd.-Edgewater St. Section
(Taybin Rd.-Edgewater St. Unit)
Salem-Dayton Highway No. 150
City of Salem

Dear Sir:

Based on the pending agreement between City and State the subject project will be constructed on a cooperative basis of 25% City and 75% State participation of costs.

Itemized below is a tentative estimate of cost covering the following:

a. Right of Way	$135,000
b. Construction and Engineering	228,000
Total Estimated Cost	$363,000

The right of way estimate represents the latest information obtainable. This figure was obtained from our Right of Way Department this date, and of course, is subject to change when actual purchase is made or condemnations are resolved.

Included in the construction and engineering cost of $228,000 is $29,000 for signalization of the railroad tracks. This signalization would consist of lights and double gates.

Also included in the total cost is the additional cost for portland cement concrete sidewalks. Under terms of the agreement, City shall pay the total difference between asphaltic concrete sidewalks and portland cement concrete sidewalks. Our best estimate to date on sidewalks is as follows:

P.C.C. sidewalks	$8,160.00
A.C. sidewalks	4,270.00
Difference to be paid by City	$3,890.00

NOTED
F. B. KLABOE

This difference will be in addition to the normal 25% as indicated in the agreement.

Computation of the advance deposit on this project would therefore, be as follows:

Right of Way Estimate - $135,000	$33,750 = 25%
Constr. & Engr. - $228,000 -$8,160 (sidewalk costs) = $219,840	54,960 = 25%
Sidewalks - p.c.c. estimate $8,160 less a.c. estimate $4,270 (difference 100%)	3,890 =100%
Sidewalks - a.c. estimate $4,270	1,070 = 25%
Total Advance Deposit	$93,670 say $94,000

Final actual project costs will be furnished City by State upon completion of the project. At that time a determination of final participation can be made.

If any questions arise, please feel free to contact this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
County and City Engineer

HSC:eb

cc: Fred Klaboe
F. D. Morgan
R. D. Asburry

FORM E-123A 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 8, 1965

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon

Dear Sir:

Enclosed for your consideration and approval are two copies of a cooperative construction agreement pertaining to the project on the Salem-Dayton Highway, within Salem, between the north city limits of Salem (Taybin Road) and Edgewater Street.

Please have the Council adopt a resolution, similar to the enclosed sample, authorizing the Mayor and Recorder to sign the agreement; then forward two copies of the resolution and both copies of the agreement to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for your records.

Please note that a deposit of $94,000 is due on or before July 9, 1965, as referred to in paragraph 5 under THINGS TO BE DONE BY CITY, to cover the estimated cost of City's portion of the project. Said check or warrant should be made payable to the Oregon State Highway Commission and forwarded to this office.

The estimate of cost of the project is based on a 68' curb to curb section and will provide four lanes of travel with a 16' median strip and a 2' shy lane along the curb lines.

The project is currently scheduled for the June 29 bid letting and you will be forwarded an advertisement of project as well as copies of the contract and plans upon their availability.

We are transmitting a copy of standard specifications and three sets of the project plans for your information and use prior to the bid letting.

We trust the above meets with your approval and request your inquiries pertaining to the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Engineer

RECEIVED
APR 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

bc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
HSC:mm

Encl.

RECEIVED
FEB 17 1965

FORM B-80X—30M—7-64 SP°6230-734

FOR FILING

S-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1965

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

Attached are two letters in regard to a drainage situation on Wallace Road (Salem-Dayton Highway) a short distance north of the Orchard Heights Road intersection.

Will you please assemble information available and if it appears incomplete, supplement it with a small amount of field work to determine what is required to effect proper drainage of the low area referred to in Mr. Porter's letter of February 5.

ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:ajw

cc Forrest Cooper
R. L. Porter
Tom Edwards

NOTED
TOM EDWARDS

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FEB 11 1965
...ILING

S-SU-252(3)
6648

Salem, Oregon
February 10, 1965

Mr. R. L. Porter

I find a previous survey has been made on the Salem-Dayton Highway concerning the drainage north of Orchard Heights Road.

Examination of the survey indicates that this is a pot hole and requires installation of 1,300 feet of pipe at depths ranging up to 14 feet.

I have several misgivings about attempting to work Maintenance personnel in this deep a trench. Shoring and cribbing would be required and I believe the job is somewhat out of our line.

I would recommend that you add it to the Wallace Road contract.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper

FORM. E-90 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1965

SUBJECT:

To: Mr. Tom Edwards
Assistant State Highway Engineer

O F F I C E

On the Salem-Dayton Highway about one-fourth mile north of the Orchard Heights Road intersection is a depression which does not drain readily. For the last three or four days the water has been up to the edge of and actually within the traveled area.

I have traveled this road daily for the past four years and have never seen the condition quite so bad as it is at present.

Will you please have someone work up some type of correction and if it is more than you want to tackle with a State crew, we might consider adding it to the Wallace Road contract which will be undertaken this spring.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

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DEC 9 - 1964
FOR FILING
S-SU-252(B)
6648

December 8, 1964

Oregon State Highway Commission

Gentlemen:

So that preliminary work may proceed, I recommend that the following project which appears on Program IX have your approval at the December 15 meeting:

Orchard Heights Road-Edgewater Street Section 4-Lane Construction	Salem-Dayton Highway	FAS	$245,000

This is a cooperative project on which the City is to pay 25 percent of the cost from Taybin Road to Edgewater Street.

Attached is a copy of Program IX, on which is indicated the projects you have previously approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
Att.
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young

R W 135,000
Grad 245,000
Total 380,000

RECEIVED
DEC 1 - 1964
FOR FILING

S-SU-252(3)

6648

Salem, Oregon
November 30, 1964

Orchard Hts.-Edgewater St.
Salem-Dayton Highway

M. L. Porter
Deputy State Highway Engineer

B U I L D I N G

It would be most advantageous in the conduct of the work preliminary to contract letting if we could obtain Commission approval for the following project:

FAS Orchard Heights Road-Edwater Street, 4-lane, Salem-Dayton Highway, programmed for construction in the amount of $245,000.

This is also a cooperative project on which the City is to pay 25% from Taylin Road to Edgewater Street.

If you agree with the foregoing, will you please take the necessary steps for obtaining approval of this item.

L. N. Young
Office Engineer

LNY:mb

cc: L. P. Shaw
F. D. Morgan
I. Merchant

FOR OFFICIAL USE ONLY
NOT TO BE RELEASED

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

Cancels All Projects on Previous Programs Not Contracted Prior to January 1, 1964

	Highway	Section	Length	Type of Work	ADT	Acc/million Veh. Mi.	
				URBAN			
	Lower Columbia	St. Helens Road-N.W. 21st Ave.	1.2	R/W	9,900	17.6	1,2
(C)	Old Oregon Trail	North City Limits-4th St. (LaGrande)	-	G P	6,200	20.9	
(C)	Klamath Falls-Lakeview	KID Canal-Patterson Ave. (Part)	1.6	4-Lane	8,100	10.0	
(C)	Sunset	Cedar Hills Blvd. Interchange	-	G P S 9,300	3,950	44.9	
(C)	Sunset	Highlands Interchange-Stadium Fwy.	1.7	1st Veh. Tunnel	28,000	3.9	
(C)	Beaverton-Tigard	Cedar Hills-Beaverton	2.5	Comp. R/W	6,000*	-	
	Clackamas	Milwaukie-Lake Road	2.7	Urban R/W	7,000*	-	
	Cape Arago	Newmark Avenue (North Bend)	1.1	G P S	7,000*	7.4	
							2,8

* 1963 Estimated Traffic
(C) Approved by Commission

FOR OFFICIAL USE ONLY
NOT TO BE RELEASED

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

Contracted Prior to January 1, 1964 — 8/27/64

	Length	Type of Work	ADT	Acc/million Veh. Mi.	R/W	Construction	Total
		URBAN					
t Ave.	1.2	R/W	9,900	17.6	1,285,000	- -	1,285,000
(LaGrande)	-	G P	6,200	20.9	- -	195,000	195,000
(Part)	1.6	4-Lane	8,100	10.0	- -	180,000	180,000
ange	-	G P S 9,300	3,950	44.9	220,000	1,060,000	1,280,000
adium Fwy.	1.7	1st Veh. Tunnel	28,000	3.9	- -	3,000,000	3,000,000
	2.5	Comp. R/W	6,000*	-	500,000	- -	500,000
	2.7	Urban R/W	7,000*	-	780,000	- -	780,000
nd)	1.1	G P S	7,000*	7.4	75,000	465,000	540,000
					2,860,000	4,900,000	7,760,000

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

Cancels All Projects on Previous Programs Not Contracted Prior to January 1, 1964

Highway	Section	Length	Type of Work	ADT	Acc/million Veh. Mi.
			PRIMARY		
(C) Pacific East	Gladstone Section	0.5	Widen, Curb	17,500	14.2
Pacific West	West Newberg-Dayton Jct.	5.1	R/W	5,700	1.7
(C) Lower Columbia	Westport-Clatskanie	8.9	Deficit	1,500	2.2
(C) Oswego	West Linn-Oregon City	-	Str., GP	12,000	10.0
(C) Old Oregon Trail	Oro Dell-LaGrande	-	G P	6,200	20.9
(C) Central Oregon	Horse Ridge Section	2.5	Pave	700	2.1
(C) Oregon Coast	Astoria Approach Interstate Bridge	-	G P S	700*	-
(C) Oregon Coast	Wildwood Lodge & Wimer Slides	-	Sl. Corr.	1,050	2.6
(C) Wallowa Lake	Minam Section	1.0	G P S	700	3.5
(C) Santiam	Sweet Home-Foster	2.5	4-Lane	5,500	7.6
(C) Mount Hood	Gully Connection-Anderson Rd.	-	R/W	5,600*	-
(C) Mount Hood	Gully Connection-Duncan Rd.	-	Complete GPS	5,000*	-
(C) Mount Hood	Duncan Road-Sandy	1.4	G P S	5,800	3.5
(C) Mount Hood	Sandy Section	0.7	GP	6,050	7.7
(C) Willamina-Salem	Independence Jct.-Salem	3.7	4-Lane	7,600	4.6
(C) Coos Bay-Roseburg	N. Unit, Rink Cr.-N. Fork Coquille R.	2.4	G P S	3,500	3.5
(C) Coos Bay-Roseburg	Powers Junction-Bridge	8.6	Pave	1,300	4.4
(C) Coos Bay-Roseburg	Rock Creek Section	0.6	G O S	600	-
(C) Coos Bay-Roseburg	Elbow Point Section	0.8	G O S	600	-
(C) Sunset	Cornelius Pass Rd.-Cornell Rd.	2.5	4-Lane & 2 Inter.	5,300	1.7
(C) Cascade	Lake Road Interchange	-	G P S 9,800,	4,400	13.5
(C) Cascade	Parkplace-Oregon City	1.0	G P S	8,000	2.7
(C) Eugene-Springfield	Mohawk Road-Highbanks Road	1.2	G P S	5,000*	-

1,7

(1) City to pay 25%
* 1963 Estimated Traffic
(C) Approved by Commission

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

s Not Contracted Prior to January 1, 1964 — 8-27-64

	Length	Type of Work	ADT	Acc/million Veh. Mi.	R/W	Construction	Total
		PRIMARY					
	0.5	Widen, Curb	17,500	14.2	- -	140,000	140,000(1)
ton Jct.	5.1	R/W	5,700	1.7	130,000	- -	130,000
nie	8.9	Deficit	1,500	2.2	- -	500,000	500,000
City	-	Str., GP	12,000	10.0	500,000	4,500,000	5,000,000
e	-	G P	6,200	20.9	- -	295,000	295,000
n	2.5	Pave	700	2.1	- -	600,000	600,000
nterstate Bridge	-	G P S	700*	-	- -	1,100,000	1,100,000
Wimer Slides	-	Sl. Corr.	1,050	2.6	- -	220,000	220,000
	1.0	G P S	700	3.5	- -	455,000	455,000
r	2.5	4-Lane	5,500	7.6	175,000	815,000	990,000
Anderson Rd.	-	R/W	5,600*	-	135,000	- -	135,000
Duncan Rd.	-	Complete GPS	5,000*	-	- -	1,800,000	1,800,000
y	1.4	G P S	5,800	3.5	110,000	560,000	670,000
	0.7	GP	6,050	7.7	- -	440,000	440,000
Salem	3.7	4-Lane	7,600	4.6	- -	1,375,000	1,375,000
N. Fork Coquille R.	2.4	G P S	3,500	3.5	150,000	1,130,000	1,280,000
dge	8.6	Pave	1,300	4.4	- -	500,000	500,000
	0.6	G O S	600	-	- -	550,000	550,000
n	0.8	G O S	600	-	- -	810,000	810,000
.-Cornell Rd.	2.5	4-Lane & 2 Inter.	5,300	1.7	80,000	1,330,000	1,410,000
ange -	-	G P S 9,800,	4,400	13.5	125,000	250,000	375,000
City	1.0	G P S	8,000	2.7	350,000	1,200,000	1,550,000
nbanks Road	1.2	G P S	5,000*	-	- -	520,000	520,000
					1,755,000	19,090,000	20,845,000

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

Cancels All Projects on Previous Programs Not Contracted Prior to January 1, 1964

	Highway	Section	Length	Type of Work	ADT	Acc/million Veh.Mi.
				SECONDARY		
(C)	Klamath Falls-Lakeview	KID Canal - Patterson Ave. (Part)	1.6	4-Lane	8,100	10.0
(C)	Mount Hood	Gully Connection	1.7	G P S	5,600*	-
(C)	Alsea	Alsea Mountain	2.0	Grade	700	1.3
(C)	Alsea	Alsea Mountain	2.3	G P S	700	1.3
(C)	Scholls	Raleigh Hills Interchange	-	G P S 12, 900,	5,000	17.0
(C)	Beaverton-Tigard	Beaverton - Interstate 5	4.8	Compl. R/W	3,000*	-
	Beaverton-Tigard	Beaverton - Interstate 5	4.8	Part GPS	3,000*	-
	Salem-Dayton	Orchard Hts. Road - Edgewater St.	0.7	4-Lane	8,250	4.6
	Clackamas	Milwaukie - Lake Road	2.7	Rural R/W	7,000*	-
(C)	Corvallis-Lebanon	Willamette River - Orleans Road	2.8	G P S	4,000	3.0
(C)	Frenchglen	Diamond Lane - South	-	G O	30	11.4

(2) City to pay 25% of Unit from Taybin Road to Edgewater Street
* 1963 Estimated Traffic
(C) Approved by Commission

PROPOSED 1966-1967 FEDERAL-AID ABC PROGRAM

Not Contracted Prior to January 1, 1964 — 8/27/64

	Length	Type of Work	ADT	Acc/million Veh. Mi.	R/W	Construction	Total
		SECONDARY					
erson Ave. (Part)	1.6	4-Lane	8,100	10.0	- -	425,000	425,000
	1.7	G P S	5,600*	-	50,000	550,000	600,000
	2.0	Grade	700	1.3	- -	1,000,000	1,000,000
	2.3	G P S	700	1.3	- -	1,060,000	1,060,000
erchange	-	G P S 12,900,	5,000	17.0	500,000	1,625,000	2,125,000
rstate 5	4.8	Compl. R/W	3,000*	-	800,000	- -	800,000
rstate 5	4.8	Part GPS	3,000*	-	- -	1,170,000	1,170,000
ad - Edgewater St.	0.7	4-Lane	8,250	4.6	135,000	245,000	380,000(2)
e Road	2.7	Rural R/W	7,000*	-	105,000	- -	105,000
- Orleans Road	2.8	G P S	4,000	3.0	130,000	1,835,000	1,965,000
South	-	G O	30	11.4	- -	300,000	300,000
ad to Edgewater Street					1,720,000	8,210,000	9,930,000

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OCT 14 1964
FOR FILING

S-SU-252(3)
6648

Salem, Oregon
October 12, 1964

Edgewater Street-Willamette
River Section
Salem-Dayton Secondary Highway

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The roadway leading from Wallace Road in the center of the commercial area of West Salem to the Willamette River Bridge as shown on our construction plans, will be two traffic lanes in width as it approaches the Edgewater Street intersection and continues two lanes in width around a curve to the left as it approaches the bridge.

It is Mr. Porter's opinion that two lanes of traffic around this curve cannot be merged to one successfully and that the merge should take place before crossing Edgewater Street. I have no suggestions to offer as to how it should be done and still leave an operating left-turn section in the West Salem area.

Will you please see if one of your designers can come up with a satisfactory answer to a merge which will accomplish a one-lane operation from the north side of Edgewater Street to the bridge and still have capacity adequate to store vehicles through a complete traffic-signal cycle.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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AUG 26 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-SU-252(3)
6648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1964

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised Right of Way Map and Description of Easement
Orchard Heights Road-Edgewater Street Section
Salem-Dayton Highway - Polk County
YOUR FILE: 323-3

Gentlemen:

This is in reply to your letter of June 23, 1964, in which you ask for more complete information concerning the above-captioned section of the Salem-Dayton Highway.

Herewith you will find two prints of each of the following:

(1) Right of Way Map (part) #8B-29-23.

(2) Description of right of way and easements, file #36654, dated June 16, 1964.

(3) Sheet #3 of preliminary plans dated June 17, 1964.

(4) Vicinity map and profile revised on June 3, 1964.

On the right of way map is shown the three parcels we request for highway use. Parcel #1 is shown in yellow as a permanent easement for a grade crossing. Parcel #2 is shown in red as a fee taking for right of way. Parcel #3 is shown in blue as a permanent easement for slopes and a retaining wall. The toe of the proposed embankment is also shown on this map. Construction details throughout this area are shown on the sheet of the preliminary plans.

The vicinity map is included for your information and will be the exhibit map included with the Petition to the Public Utility Commissioner. In our Petition we propose to ask for Commissioner's standard #2B flashing light signals with 12-foot cantilever arms to replace the existing wig-wag signals. In order that we may prepare the Petition for the crossing, please send us information as to your train movements on these tracks and any other information which may be pertinent.

You asked to be advised of any public hearings which may be held regarding this project. By a copy of Mr. Floyd Query's letter to the Mayor of the City of Salem dated February 7, 1964, you were notified of this project. Notices appeared in the February 14th and February 21st issues of the Salem "Capital Journal", "Capital Press" and "Oregon Statesman". The City advised the State on March 30, 1964, that no hearing had been requested and, therefore, no hearing will be held.

This project has not yet been placed on our tentative schedule of bid openings. Other information concerning this project will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Southern Pacific Company
San Francisco, California
ATTN: Mr. H. M. Williamson

L. P. Shaw
W. T. Wright
R. D. Asburry

RECEIVED
AUG 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1964
FOR FILING
S-SU-2527(3)
6648

May 27, 1964

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Orchard Heights Road-Edgewater Street section of the Salem-Dayton Highway in Polk County.

The purpose of the survey is to permit right-of-way acquisition and ultimate reconstruction of a section of existing Wallace Road to a four-lane section with a curb-type construction within the City of Salem. This project is .74 mile in length and will be jointly financed by the City of Salem and the State. A map is attached for your information.

There was no request for a public hearing on this section.

Right-of-way is estimated to cost approximately $135,000, construction $245,000, for a total of $380,000. The City's 25 per cent share for that portion within the City limits is approximately $70,000.

I recommend that you approve the survey and authorize the acquisition of necessary right-of-way.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

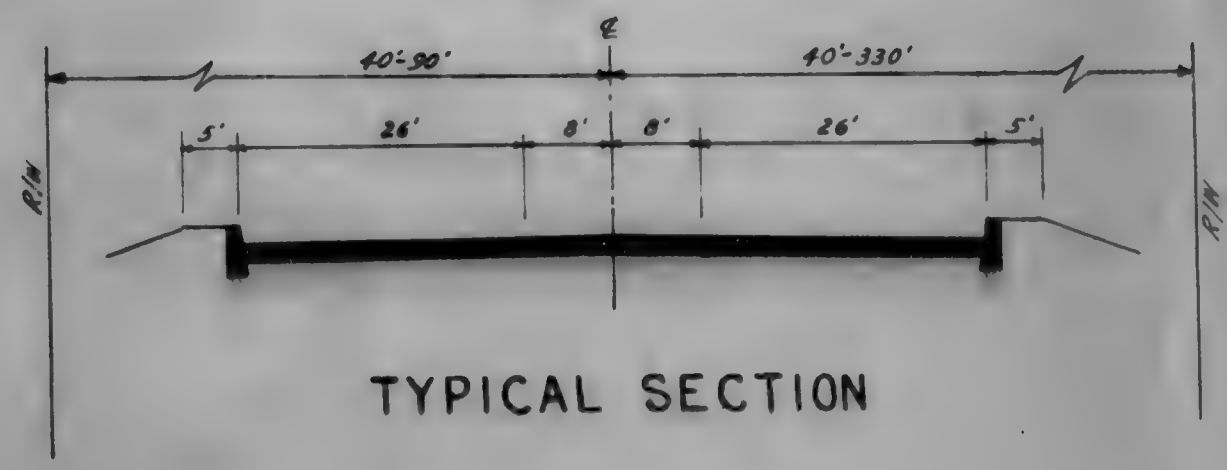
Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright

LPS:ajw bbc

T. 7 S., R. 3 W.
Sec. 21 & 22



TYPICAL SECTION

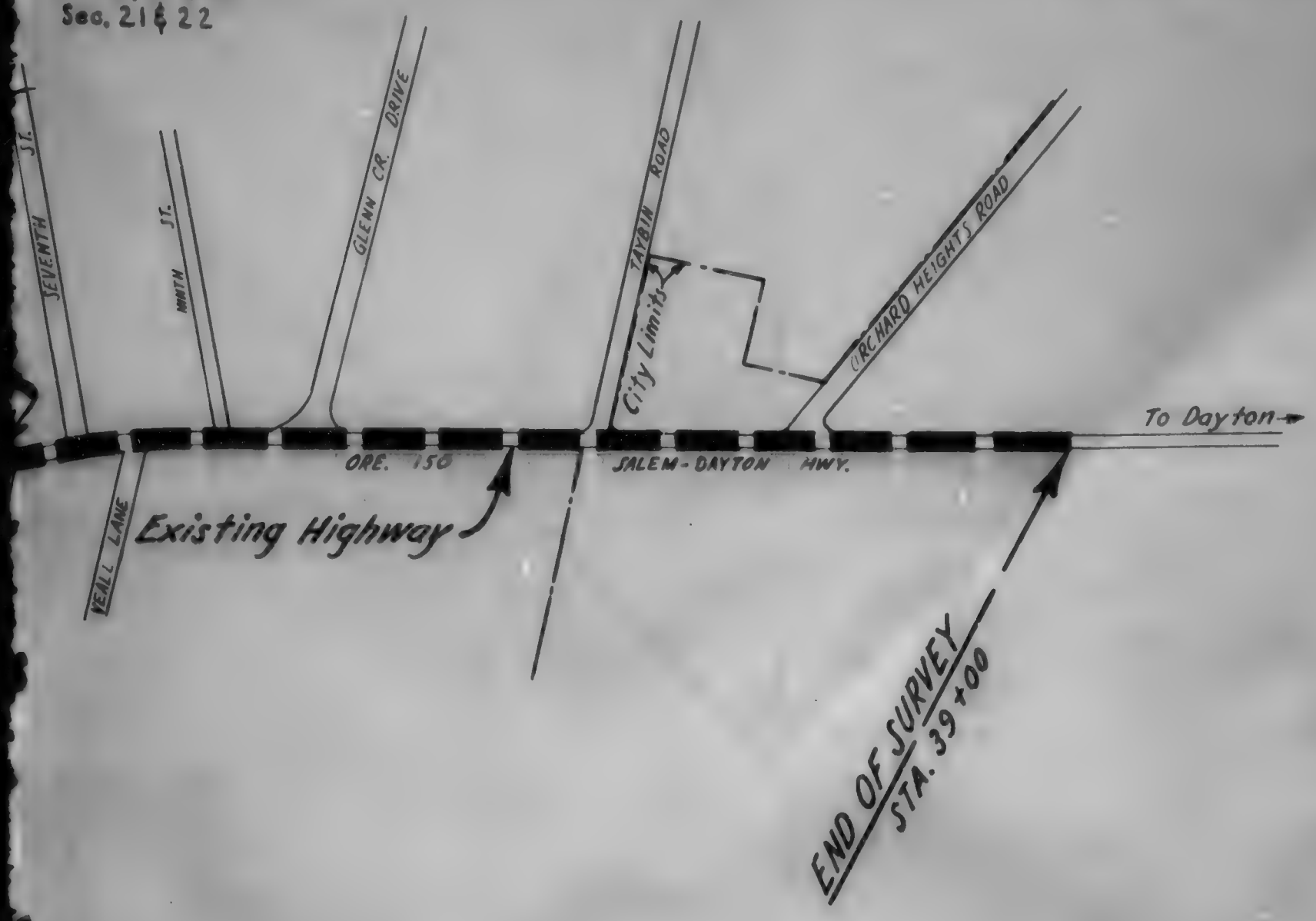
PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
[redacted]
THROUGHWAY RES
ACCESS CONTROL

APPROVED:

0.74 Mi.

DRG. NO. 1R-4-55

T. 7 S., R. 3 W.
Sec. 21 & 22



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: MAY 26 1964, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

ORCHARD HEIGHTS RD-EDGEWATER ST.

SALEM-DAYTON HIGHWAY

POLK COUNTY

DRG. NO. 1R-4-55

SCALE: 1" = 400' | DATE: May, 1964

FOR DETAILS SEE DRG. NO.

8B-29-23 Feb., 1964

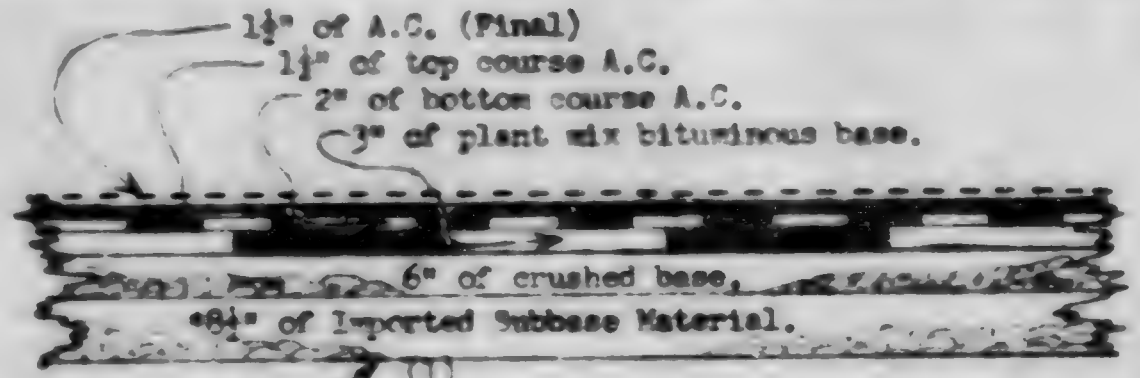
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED MAY 20 1964 FOR FILING

Office: SALEM-DAYTON Highway: SALEM-DAYTON (FA 116) County: POLK
Engr.: L. Duffy Length of Project: Miles. Sta. to Sta.

6648 S-SO(127-140)
Proj. 127-140
Date 5-1-64

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY


1½" of A.C. (Final)
1½" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous base.
6" of crushed base,
8½" of Imported Subbase Material.
(1)
Clayey Silt

(1)
Typical Soil
41 LL
18 PI
91 % Fine
99 % P200
0 % Gravel
% C Sand
% F Sand
% Silt
% Clay
"R" Value (Corrected)
CLASSIF. - A-7-6 (11)

"R" Top Size, C-BR maximum P200 sieve, and to meet all requirements for base material except gradation.

Other Traffic Classif.	Wearing Surface	Level	Cr Base	ISP	Actual Thick.	
HEAVY	3½	2	4	13	22½	26
MED. HEAVY	3½	2	4	9½	19	22½
MEDIUM	3	2	4	8	17	20
LIGHT	2	2	4	6½	14½	16½

CR BASE REQ'D. TOTAL THICKNESS	THICK.	
	7	3½ AC
	4½	3 PMBC
	6	6 Cr Base
	8½	8½ ISP
	26	21
	3	1½ Final AC
29	29	22½

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by: [signature] State Highway Engineer
Recommended by: [signature] Assistant Construction Engineer
Recommended by: [signature] Engineer of Materials
Approved by: [signature] Deputy State Highway Engineer

B.P.R.
cc State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

PAVEMENT TYPE SELECTION

ORCHARD HEIGHTS ROAD-WILLAMINA-SALEM HIGHWAY SECTION
SALEM-DAYTON HIGHWAY (FA 116)
POLK COUNTY

Principal Factors Governing Selection

1. **Traffic Classification:** VERY HEAVY Present ADT 9000 1980 ADT 16,000 % Heavy Vehicles 7
   (NOTE: Increase classification one step for heavy logging use)

2. **Soils Characteristics:** See design chart attached

3. **Weather:** Frost Penetration _____ Annual Rainfall 41"±

4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. **Cost Comparisons:** Not appropriate due to other factors

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or C11

7. **Stage Construction:** No problem

8. **Depressed, Surface, or Elevated Design:** Surface

9. **Conservation of Aggregates:** No problem

10. **Stimulation of Competition:** Not appropriate

11. **Construction Consideration:** No problem

12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not a factor

13. **Traffic Safety:** No problem

14. **Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes:** No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 an A.C. wearing surface has been selected.

RECEIVED
MAR 26 1964
FOR FILING

S-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1964

SUBJECT:

To: Memo to Files
Salem

This morning Don Harwell, Office Engineer, City and County Division, stated that he had talked to Mr. B. T. VanWormer, Salem Director of Public Works, and Mr. G. W. Ayres, Salem City Manager, as to whether they have received any communication requesting a hearing on the Willamina-Salem-Orchards Heights Road Section of the Salem-Dayton Highway in West Salem, Polk County. He said that both Mr. VanWormer and Mr. Ayres stated that no requests had been received for a hearing and that no hearing is desired.

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

CC:
Forrest Cooper
Lloyd Shaw
V. Wolfe
F. D. Morgan
H. S. Cox
W. T. Wright

NOTED
R. L PORTER

NOTED
FORREST COOPER

RECEIVED
MAR 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 25 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1964

S-SU-252(3)
6648

To: Mr. Lloyd Shaw
O F F I C E

SUBJECT: Orchard Hts.-Edgewater Street
Salem-Dayton Highway
City of Salem

As directed by your letter of February 14, the Public Works Engineer of the City of Salem was contacted concerning a proposed exchange of land between the city and Salem Electric.

The City is acquiring property to the south of Edgewater Street from Salem Electric Company in exchange for city property located easterly of Wallace Road.

The property in the vicinity of Wallace Road is easterly of the existing dike along the Willamette River and will not be involved in any right-of-way acquisition under the present location plans.

R. M. Allison, Field Engineer
County and City Division

RMA:mm

NOTED
R. L PORTER

NOTED
LLOYD P. SHAW

RECEIVED
FEB 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
February 14, 1964

Mr. H. S. Cox
County and City Engineer
B u i l d i n g

Local papers have carried an item regarding a possible trade of property in West Salem. Salem Electric Company apparently is about to transfer title in some river front area in exchange for a property adjacent to Wallace Road.

Please contact the City of Salem and see if the part of the Wallace Road tract which will be needed for street widening in next year's construction can be reserved for that purpose.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
FEB 14 1964
FOR FILING

5-SU-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1964

SUBJECT:

To: MEMO TO FILE

One of the projects on our tentative Program IX is on the Salem-Dayton Highway, listed as Orchard Heights Road-Edgewater Street.

This contemplates four laning a section of Wallace Road. The program carries $380,000 with a stipulation that the City of Salem is to pay 25 percent of the cost of the unit from Taybin Road to Edgewater Street.

This project has been cleared by the Chairman of the Highway Commission.

Due to budgetary problems, the City of Salem has notified us that it will not be in a position to undertake this project before the summer of 1965. Upon receiving a positive commitment from the City of Salem that it will participate in the cost, we may proceed with the preliminary work necessary for the acquisition of rights of way.

Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson

City of Salem, Oregon

February 13, 1964

Mr. R. L. Porter
Deputy Highway Engineer
State Highway Building
Salem 10, Oregon

Dear Mr. Porter:

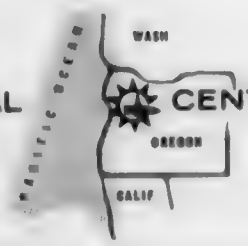
The purpose of this letter is to confirm a conversation between Mr. R.M.Allison of your Department; Mr. B. T. Van Wormer, City of Salem Director of Public Works; Mr. William Juza, City of Salem City Attorney; and myself, regarding the proposed reconstruction and widening of Wallace Road from Edgewater Street to the city limits of Salem.

It is the City's desire that this project be pursued, and, in fact, the City has provided for making the necessary $75,000 appropriation in its 1965-66 Capital Improvement Program which was submitted to the City Council for its consideration and adoption on February 10. Thus, it is the City's intention to participate in this project as of July 1, 1965, the beginning of the 1965-66 City fiscal year.

This participation is based upon our understanding that the project will cost approximately $300,000 with $169,000 for construction, $102,000 for right-of-way and approximately $29,000 for a railroad crossing signal; thus the City's total participation would be in the vicinity of $75,000 based upon the 25% City-75% State participation in the entire project. It is also our understanding that the State contract will contain provisions for the excess grading work necessary for the installation of sidewalks, but that the City would be responsible for installing these sidewalks with its own forces, which cost of construction would then be assessed by the City to the abutting property owners.

Inasmuch as under existing City charter provisions the City must assess a portion of its 25% of the construction cost to the abutting property owners, it is our desire that certain legal technicalities be worked out with your personnel so that our assessments for this might be perfected. We are sure that these can be consummated with a minimum of difficulty.

NOTED
R L PORTER



OREGON'S CAPITAL — CENTER OF INTERGOVERNMENTAL "MASSIVE" COOPERATION

The City of Salem is quite anxious that this project be constructed during the 1965 construction season. Anything which we can do to assure that it is will be done by the City. Your continued cooperation in this and in other highway matters is most appreciated.

Should there be any questions or further actions on our part which you desire, please feel free to call upon us. We will be prepared to enter into the necessary agreements at the time they are proffered.

Sincerely,

Douglas W. Ayres
City Manager

DWA:b

cc: Mr. R. M. Allison, County-City Engineer's Office
Mr. Wm. Juza, City Attorney
Mr. B. T. Van Wormer, Director of Public Works

RECEIVED
FEB 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1964

FOR FILING

5-SU1-252(3)
6648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1964

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.

BUILDING

SUBJECT: Estimates
Orchard Heights
Willamina-Salem Hwy. Sec.
Salem-Dayton Highway

The costs on the above section of highway have been broken into that section within the city limits of Salem of that part outside the city limits.

The estimated cost of construction of the section inside the city limits is $169,200. This is the section which the city should participate 25 per cent. The section outside the city limits and State responsibility is estimated at $46,700 for a total construction cost of $215,900.

It was not clear to me whether the city would participate in right-of-way cost within the city or not, but for your information, our preliminary right-of-way estimates show $102,000 right-of-way cost within the city and $7,100 outside of the city.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

NOTE: The City of Salem, as of February 11, advised County and City Division that it does not have sufficient money to participate in a project and, for that reason, the proposed project is being withdrawn from the program.--LPS

RECEIVED
2 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Cox
1-24-64

RECEIVED
DEC 31 1963
FORM E-30 50M 6-61 36681
FOR FILING
S.SU-252(3)
6648
NOTED
R L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1963

SUBJECT: Orchard Heights - Willamina-Salem Hwy. Unit
M.P. 17 - Willamina-Salem Hwy. Section
Salem-Dayton Highway

To: Mr. Lloyd Shaw
O F F I C E

The City of Salem has inquired concerning a 75%-25% project on Wallace Road (Salem-Dayton Highway). The City is in the process of forming its six-year Capital Improvement plan and wishes an indication of approval or disapproval by the State Highway Department relative to such a project.

Division II has the field data on subject location which includes the Taybin Road-Edgewater Section desired by the City of Salem. The location is worked up on a 72-foot curbed street section with sidewalks on both sides. The section is centered on the existing pavement and utilizes it with an overlay. The costs (February, 1963) of the located unit are as follows (includes 20% engineering and contingencies):

Grade, drain, and pave	$196,000	(does not include sidewalks)
Right-of-way	110,000	
Total.....	$ 306,000	

The located section is 3780 feet long of which 3300 feet is full section, the remainder being taper. The City Section from Taybin Road (city limits) to Edgewater Street is 2750 feet long. A straight line proportion would break out the total cost of the City Section at $234,000 including right-of-way and excluding sidewalks. City share of this amount would be $58,500; State share would be $175,500.

The existing ADT through this section is 9700 and a 20-year build up at a factor of 1.9 gives a 1983 ADT of 18,500. Should an additional bridge across the Willamette be constructed with approaches north of Taybin Road, the 1983 ADT will be reduced considerably.

R. M. Allison, Field Engineer
County and City Division

NOTED
R L PORTER

RECEIVED
DEC 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RMA:mm

cc: R. D. Asburry

Noted

City of Salem, Oregon

SALEM
ALL AMERICA CITY

September 12, 1963

RECEIVED
SEP 13 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Mr. H. S. Cox
County and City Division Engineer
State Highway Building
Salem, Oregon

Re: Wallace Road, Edgewater to Taybin Road

Dear Mr. Cox:

The City of Salem wishes to join with the State of Oregon in a cooperative improvement of that portion of Wallace Road within the city limits and lying between Edgewater and Taybin Road N. W.

We have become increasingly concerned in recent years over the steady buildup of traffic volumes along this arterial together with the uncontrolled entrance and egress. This 22 foot wide uncurbed asphaltic strip is flanked with ditches.

In 1959, this project was recommended by our Public Works Department for inclusion in our six-year Capital Improvement Program. It was subsequently listed therein and is now scheduled for construction in fiscal year 1964-65. Allocation of 25% of the total estimated costs constituting the city's share of the cost of construction will be considered for inclusion in next year's budget. May we request, at this time, an indication from your office of the willingness of the State of Oregon to join with us in this cooperative improvement?

NOTED

Yours truly,

Kent Mathewson
City Manager

9/13/63
Copy of this letter to Shaw. JDG - the letter will be answered by Shaw with a copy to Co-City. JDG

KM:hw
cc: B. T. Van Wormer, Director Public Works

OREGON'S CAPITAL — CENTER OF INTERGOVERNMENTAL "MASSIVE" COOPERATION

123-1603 Ontario - Tr. Sig. Inst. at intersect. of S.W. 4th Ave. with S.W. 4th St. 1965

#6649

C.U.A. 2.871

RECEIVED
MAR 7 - 1966
CITY OF
FOR FILING
123-1603
6649

Ontario

FROM THE OFFICE OF CITY SUPERINTENDENT
PLEASE DIRECT ALL CORRESPONDENCE
ON THIS MATTER TO THE ABOVE.

ONTARIO, OREGON
97914

March 2, 1966

Mr. Tom Edwards, Asst. State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

Thank you for the accounting of the installation of the traffic signal at SW 4th Avenue and SW 4th Street in Ontario. We appreciate the refund to our deposit for this project and look forward to working with you on future highway projects.

Very truly yours,

C. Lloyd Castner
City Superintendent

CLC:ws

NOTED
TOM EDWARDS

RECEIVED
MAR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1965
FOR FILING
133-1603
6649

December 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1965, on Contract No. 6649. The contract was with Truebridge Electric Company and was for traffic signal installation on the S. W. 4th Avenue at S. W. 4th Street (Ontario) Section of the Olds Ferry Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Hadee
Victor D. Wolfe
F. D. Morgan
F. B. Crandall
L. H. Young
C. H. Maison
A. F. Parson

bg

RECEIVED
DEC 8 - 1965
FOR FILING
123-1603
6649

December 7, 1965

St. Paul Fire and Marine
Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6649 awarded to Trowbridge Electric Company for traffic signal installation in Ontario on S. W. 4th Avenue at S. W. 4th Street on the Old: Ferry-Ontario Highway in Malheur County, was completed on September 22, 1965, and accepted by the Highway Commission on December 6, 1965.

Final payment in the amount of $323.65 will be released to the contractor after December 14, 1965. The total contract amount is $6,473.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S.E. Rose
Roseburg, Oregon

L. H. Young
C. H. Malson
Attn: John Herr

RECEIVED
OCT 11 1965

123-1603
6647

Salem, Oregon
October 8, 1965

Completion of Contract

Mr. I. D. Marchant
Bridge Engineer

Building

This is to advise you that work was completed on September 22, 1965, on Contract No. 6649, S.W. 4th Avenue at S.W. 4th Street (Ontario) Section, in Malheur County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission. The estimated third notification date is October 8, 1965.

L. H. Young
Office Engineer

Bridge Division
Office Endorsement

Date_____

Conditions noted on above date:

Bridge Engineer

VYris

RECEIVED
SEP 20 1965

123-1603
6649

July 21, 1965

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on July 6, 1965, accepted your proposal for traffic signal installation at the intersection of S.W. 4th Avenue and S.W. 4th Street in Ontario, Malheur County, for the sum of $6,473 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6649.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl
cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 27 1965
FOR FILING
123-1603
6649

July 21, 1965

MISC. CONTRACTS and AGREEMENTS No. 8871

Agenda Item 4d-4

Nadine A. Thompson
City Recorder
City of Ontario
City Hall
Ontario, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Ontario a fully executed copy of an agreement between the State Highway Commission and the City of Ontario covering traffic signal installation at intersection of S. W. Fourth Avenue and S. W. Fourth Street in City of Ontario.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 8 - 1965
FOR FILING

6649

July 7, 1965

Oregon State Highway Commission

Gentlemen:

Studies indicate the necessity of traffic signals at the intersection of S. W. Fourth Avenue and S. W. Fourth Street in the City of Ontario. An agreement has been worked out wherein the City will participate in fifty percent of the installation cost and will assume the maintenance and power consumption charges. They have deposited $3,750.00 to cover the City's share of the costs.

We recommend your approval of this agreement which will be on the agenda for the Commission meeting July 13 and authorization for the Secretary to sign on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
A. F. Parson

TE:jwa sw

SU-466(4) S.R.RR O'Xing-Pac. Hwy. 1965
W. Sec., Beaverton-Tigard Hwy.
#6650 (Grad., pav., sign.) Folder #1

RECEIVED
[illegible] 1960
FOR [illegible]
SU-466 (4)
6650

Cross Referenced To:
Adm
Petitions
Wash. Co

November 21, 1960

Mr. M. K. McIver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am returning to you the small-scale map showing the proposed location of the highway connecting the Baldock and Sunset Highways and furnishing a large-scale photogrammetric map showing, in considerable detail, the proposed location, interchanges, frontage roads, et cetera, in the area between the Beaverton-Hillsdale and the Tualatin Valley Highways.

I also am attaching a copy of a letter addressed to Mr. Cooper by Assistant Construction Engineer Young, setting forth reasons why the line is in the best possible location and any attempt to move it would only result in lowering the standard of the facility and at the same time materially increase right-of-way costs. I realize that there will be considerable opposition, of course, to the taking of this property, which is being considered for extensive development, but we must build the highway someplace, and it appears to me that it is where it belongs and we should proceed accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

WCWrms

Enclosures

cc Mr. Forrest Cooper

Baldock Freeway to Sunset Hwy via Beaverton (3 of 4) Feb. 1959.
Baldock Freeway - Sunset Hwy. via Beaverton - 1" = 100'
Photography of Oct. 1960

FORM E-20 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1960

SUBJECT: Beaverton-Tigard

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In accordance with your recent request, I am handing you herewith a photographic mosaic of the Beaverton-Tigard Highway covering a section between Allen Avenue and Walker Road. These photographs have been enlarged to a scale of 1"=100'.

On the area between the Tualatin Valley Highway and the Beaverton-Hillsdale Highway, they show a tentative interchange plan which has not as yet been approved by the Bureau of Public Roads or by various officials of the Highway Department. The location of this line through this area was made with the idea in mind to effect minimal property damage. Various locations were tried for the line but the one shown was considered the best.

Southerly of the area in question, you will note that the line crosses the railroad drill tracks. A movement of the line westerly would increase the structure and consequent costs considerably. Movement to the east would be resisted by the Southern Pacific Railroad since it would damage their industrial development site. Northerly of the area in question and specifically northerly of Walker Road, the line was laid to fit the natural topography.

An inspection of the interchange area itself will show that a shift of alignment in either direction would result in higher right of way costs. Relocation westerly will result in damage and inconvenience to the C. E. Mason School and will require taking of the Episcopal Church. Relocation easterly would result in an additional taking of approximately 30 fairly new modern homes.

An overriding factor in favor of the present plan is the ability of the design to achieve the desired functions of carrying through traffic and of collecting and discharging ramp traffic without undue distress to the local facilities. S. W. 110th and SW 114th Avenues provide parallel routes for local traffic. Anticipated ramp capacities and local traffic can be adequately served by the eventual widening of the Tualatin Valley and Beaverton-Hillsdale Highways to six lanes between 110th and 114th Streets. Any shifting of location will disrupt this delicately balanced design and result in expenditures far beyond those now faced.

I am also returning to you the 1"=400' that was previously furnished to Mr. McIver.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
NOV 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1960
FOR FILING

SU-466a(4)
6650

Cross Referenced To:
Misc
Petitions
Wash. Co

October 4, 1960

Mr. M. K. McIver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

During Commission meeting last week, you mentioned to me that Bill Roberts had asked whether he could be furnished a map indicating as accurately as possible the proposed routing of the highway to connect the Baldock and Sunset Freeways. As I remember, he specifically requested information as to where access to the new road would be possible.

I am sending to you a map which you may hand to Mr. Roberts, showing the routing of the highway as now planned and also indicating all interchanges and grade crossings. Wherever there is an interchange or a grade crossing indicated, access will be permitted to the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Enclosure

cc Mr. Forrest Cooper

"Baldock Freeway to Sunset Highway Via Beaverton"
(Hwy 4) Photography of February, 1959
Scale 1" = 400'.

RECEIVED
SEP 1960
FOR FILE

SU-1166 (11)

6650

Cross Referenced To:

3550 S. W. 113th Av.
Beaverton, Oregon
September 14, 1960

Rt. Rev. J. W. Carman
Episcopal Diocese of Oregon
11850 S. W. Military Lane
Portland, Oregon

Dear Bishop Carman:

Inasmuch as my problem involves an unpleasant situation which has arisen with regard to an access road off the proposed North-South Expressway to and past St. Bartholomew Episcopal Church, located at 3495 S. W. 112th Ave., Beaverton, Oregon, I am addressing you, as Bishop of the Episcopal Church of Oregon, for your opinion as to whether you believe I am being dealt with fairly.

My property adjoins that of St. Bartholomew Church on the south side, for 179 foot, and, by the way, the access road which the Church uses at present off S. W. Center Street, on S. W. 113th Ave., is dedicated road off my property for a distance of 400 foot. I proposed to the school, adjoining me on the West, and St. Bartholomew Church, a year ago that, together, the road be made a 50-foot county-maintained road. The school offered to dedicate 25 feet, but I never received the courtesy of a reply from the church. That was just previous to surveying for the North-South Expressway at this location.

But this is my present situation: Early in July I noted a survey crew far into my property on the Church side, and upon inquiry was advised that the Church had no parking area; they were planning to build on the East side, and that the access road from the expressway was to be taken entirely from my property. It was very obvious, and this was being accomplished without my knowledge. The survey crew stated that if I wished more information, to contact Mr. Ewen, at the Highway Department, on McLoughlin Boulevard. I talked personally with Mr. Ewen, at the Highway Department on McLoughlin Blvd. the following morning, and in the discussion he stated that originally it was planned not to take one inch off my property. I have been advised that two engineers, who are members of St. Bartholomew Church, made an agreement with the Highway Department in Salem, to reserve all the property to the north of that which I own, for the Church, so the original plan which Mr. Ewen mentioned was undoubtedly made previous to the "agreement" drawn up in Salem. If the Church's architect failed to make arrangement in the building plans for sufficient parking area, surely that is no justifiable reason for my sacrificing approximately 65 feet for an access road off the expressway, which, in reality will be no more or less than a free access road to St. Bartholomew Church.

Taking 65 foot off my present property will leave me approximately 135 foot frontage on 113th Avenue, too much for one building site, and insufficient for two, and, even worse, if present survey plans are carried out, will take at least 30 foot off my whole 400 foot frontage, even after I have already dedicated my 25 foot for a road.

Assuredly, I am a private individual, but I own property and am a TAXPAYER, with 400 foot frontage purchased for my own home and three very nice 100-foot building sites, which would benefit St. Bartholomew Church a great deal more than the expressway, which will only devaluate property.

Edw - Map & Comments.

I understand that the Church could have had the free services of an attorney to try to have the route of the expressway diverted, saving all property values in the entire vicinity, but apparently they saw fit, through the efforts of these engineers, to double cross the whole community, seeking to benefit individually by having a free road built (for 579 ft. at my expense).

Bishop Carman, I also am a Christian; taught to believe that taking what belonged to another was stealing, and that teaching is still fundamental. IF the agreements were made as mentioned in this letter, and I have every reason to believe that they were; IF the Church condones this sort of flagrant duress upon the rights of others, unless the agreements are withdrawn, I can say only that I shall desire that every endeavor of St. Bartholomew Church will meet with defeat.

Please do whatever you can to have the congregation of St. Bartholomew Church consider this matter as they would wish to be considered, were our positions reversed.

Very sincerely yours,

Laura D. Wanser

Mrs. Henry Wanser

cc: W. C. Williams, St. Hwy. Engr.
St. Highway Bldg.
Salem, Ore.

Mr. Bwen
St. Hwy. Dept.
McLoughlin Blvd.
Portland, Ore.

Washington County Court
Hillsboro, Ore.

RECEIVED
SEP 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1960
FOR FILING
SU-466(4)
1650

Cross Referenced To:
A2m
Petition
Wash Co

August 16, 1960

Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. Jonathan U. Newman

Gentlemen:

As requested in your letter of August 11, attached is a certified copy of the minute excerpt from the Oregon State Highway Commission meeting held on June 2 and 3, 1960 pertaining to the adoption of the survey of the Sunset Highway-Pacific Highway Section of the Beaverton-Tualatin Highway, Washington County. Also enclosed is a certified copy of the survey resolution covering this highway section.

There is no charge for this material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encls.

cc: L. I. Lindas

CAKE, JAUREGUY, HARDY, BUTTLER & MCEWEN
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
WILLIAM E. LOVE
JONATHAN U. NEWMAN
RALPH H. CAKE, JR.
JOHN R. FAUST, JR.

August 11, 1960

Mr. Floyd Query
Secretary
State Highway Commission
State Highway Department
Salem, Oregon

Re: Hirschberger vs. Cedar Hills Co.
Washington County, Oregon

Dear Mr. Query:

I am writing to you at the suggestion of Mr. Lindas, your chief counsel, with whom I spoke over the telephone this morning. I advised Mr. Lindas that this office represents Cedar Hills Co. Our client has been sued by Mr. and Mrs. Hirschberger, because of a dispute between these parties concerning drainage of water from the Cedar Hills property into a water-course which runs through the adjoining Hirschberger property.

I explained to Mr. Lindas that the water-course and the drainage system lie directly in the path of the proposed North Unit, Sunset Highway to Denny Road, of the Tualatan-Beaverton Highway relocation in Washington County.

We wish to advise the court at the trial on August 24 of just what is the present status of the highway plan. It is my present understanding that the Highway Department engineers are preparing detailed maps of the North Unit referred to above and that shortly the Highway Commission expects to determine whether or not to adopt the survey and determine the location of the North Unit.

As I explained to Mr. Lindas, I believe the court will wish to hear testimony as to the exact status of the matter as shown in the minutes of the Highway Commission, and also to hear such testimony as may be available concerning the plan for the future.

It would be much appreciated therefore if you would send us certified copies of all minutes, including the resolutions,

of the Highway Commission to date which concern the North Unit of the Tualatan-Beaverton Highway Relocation. I assume that the Highway Commission has at last adopted a resolution directing its engineers to prepare the detailed maps presently being prepared, and perhaps the Commission has done more than this. We will of course be happy to pay the costs of any such copies.

I should add that the Hirschberger property lies just west of Hyde Park, somewhat north of Walker Road and immediately south of our clients property.

I am sending a copy of this letter to Mr. Lindas.

Your prompt attention to our request will be greatly appreciated.

Many thanks for your help.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Jonathan U. Newman

JUN:da
cc: Mr. Lindas
Mr. Ewen

RECEIVED
AUG 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1960
FOR FILING

Const
RW
Beaverton-Tigard Sec. Hwy

Salem, Oregon
August 16, 1960

I. A. DeFrance
Maintenance & Equipment Engr.
O F F I C E

The Beaverton-Tigard Secondary Highway is a new State secondary highway, being added to the system by Commission action on July 7, 1960. It extends from the Cedar Hills Interchange on the Sunset Highway to the Bonita Road Interchange on the Baldock Freeway.

This highway has been given No. 144 and Prefix 134-70 has been assigned as the maintenance prefix.

Construction work on this new highway has not yet started, therefore, the above maintenance prefix should not now be used, but merely kept on record for future use when maintenance of this highway will become necessary.

R. L. Porter
Office Engineer

JAH:sw

cc: C. H. Nelson

RECEIVED
AUG 2 - 1960
FOR FILING
SU-464 (4)
6651

Cross Referenced To:
Adm —
Petition
Wash. Co.

August 1, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am attaching hereto a copy of the location prospectus for the section of the Beaverton-Tigard Highway between the Sunset Highway and the Baldock Freeway. This line will involve overcrossings of your switch track near Beaverton.

I am sending this so that you may have prior information. Details of the proposed crossings will be furnished when our surveys are complete.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ae

cc to: Mr. W. C. Williams

LOCATION PROSPECTUS
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

The following prospectus is submitted concerning the above-mentioned highway, which is a proposed new State Secondary facility on the Federal Aid Secondary System. The northerly terminus is at the Cedar Hills Overcrossing on the Sunset Highway. The southerly terminus is at Bonita Road on the Baldock Freeway. The overall length of the project is 8.3 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on new alignment. The town of Beaverton is on the route of the project, which is through a suburban and industrial area.

The general route was laid by Tom Edwards. Reconnaissance has been made. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The projected (1975) ADT is 12,000. Maximum grade and curvature will be 5 per cent and 10 degrees respectively. Traffic warrants a four-lane divided highway with a typical section consisting of two 24-foot traveled ways with 10-foot shoulders separated by a 16-foot median. Curbed sections will be constructed where required by culture. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle of the facility will be 250 feet and 150 degrees respectively.

This will be an expressway with access limited to designated roadways and connections. Interchanges are proposed at Cedar Hills, Beaverton-Hillsdale and Tualatin Valley Highways, Tigard, and at Bonita Road. There will be a separated railroad crossing of the Southern Pacific Company Spur Track near Beaverton. There will be no major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½" Asphaltic Concrete
Top Course Base	2 " 3/4"-0 Crushed Material
Bottom Course Base	18½" Coarse Crushed Material
Total Depth	24"

NOTED

Materials are available from local commercial and State-controlled sources.

Agreements with Beaverton and Washington County will be necessary.

There are no State Parks or roadside rest areas affected by this project.

July 25, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED

1-466(4)

6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 27, 1960

RECEIVED
AUG 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Sunset Highway-Tigard Interchange
Washington County
Prefix 134-1409A

To:

Tom Edwards
Construction Engineer

7722

Under date of July 18, 1960, Mr. Williams directed a letter to Mr. Garthe Brown regarding possible right of way taking from Mr. W. F. Schedler, whose property is located on the Tualatin Valley Highway in Beaverton. The last paragraph instructed A. E. Johnson to meet with Mr. Brown and discuss the various problems involved.

At 11 A.M. on July 26, 1960, Mr. R. T. Ewen and the writer met with Mr. Garthe Brown and Mr. W. F. Schedler in Mr. Brown's office.

Mr. Schedler plans to fill his property and construct a 5,000 square foot commercial building. He wanted to know our eventual taking so that he could plan his layout to preserve the maximum amount of parking in front of his building.

We were, of course, unable to give him any final assurance on the extent of our right of way requirements, but did tell him this might be a strip as wide as 15 feet at his Westerly line and 10 feet wide at the Easterly line, or it might be as little as 10 feet at the Westerly line tapering to nothing at the Easterly line. We also explained why these plans were still subject to change and why we were unable to purchase advance parcels of right of way before right of way negotiations were authorized on the entire project. We told them we should be able to open negotiations with Mr. Schedler within a year.

Both Mr. Brown and Mr. Schedler expressed themselves as satisfied with the information we were able to give them, and said they could now go ahead and plan their development. They were referred to B. P. Huntley for necessary permits.

Taking accurate as far as can be determined at present

O. A. V. BENEDICT
Assistant Division Engineer

Copy to Cooper - 8-8-60 pw

AVB:t
cc: R. T. Ewen
B. P. Huntley

REFERRED TO
Asst. Construction Engineer

REFERRED TO
Asst. Const. Engr.

CONSTRUCTION DIVISION
RECEIVED
JUL 29 1960
NOTED--

RECEIVED
JUL 1960
FOR FILING

Cont
R/W
Hwy - Gen.

1722

July 13, 1960

Mr. Garthe Brown
Attorney at Law
Public Service Building
Portland 4, Oregon

Dear Mr. Brown:

This is in reply to your letter of June 17 concerning property owned by Mr. W. F. Schedler which is adjacent to the proposed highway between the Baldock Freeway and Sunset Highway in Beaverton.

Our tentative right-of-way taking remains the same as that shown on the sketch map transmitted to you along with my letter of June 3. The matter of this taking from Mr. Schedler's property is a matter of individual right-of-way negotiations and the exact amount needed has not been determined as of this date. As you know, the previous limits of the taking that were submitted to you were tentative only.

I am instructing Mr. A. E. Johnson, Division Engineer, who is at our Milwaukie office, and Mr. S. H. Mayhew, who is the Right-of-Way Supervisor for the Portland area, to contact you at an early date. At this meeting the various problems involved may be discussed fully.

Very truly yours,

W. C. Williams
State Highway Engineer

GKA:jp ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson
Mr. Walter Wright
Mr. S. H. Mayhew

FORM S-301 904M 7-59 22120

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 7, 1960

SUBJECT: W. F. Schedler Property
Const. Div. Assign. #1340-E
Sunset Highway-Tigard Interchange
Section
Prefix #134-1409A

To: Tom Edwards
Construction Engineer

This in reply to your letter of June 28, 1960, forwarding a letter from Mr. Garthe Brown regarding proposed taking from the Schedler property at Beaverton.

Bob Ewen contacted Mr. Brown by phone in an attempt to locate the property and was referred directly to Mr. Schedler. It appears that Brown himself did not know where the property was located.

Attached is a sketch map showing the boundaries of the property as we have obtained them from the county records. It appears likely that we might require a strip facing the Tualatin Valley Highway if we do any widening for left turn refuge, etc. It is possible also that his access would have to be restricted, or entirely taken, so close to this intersection. This was explained to Mr. Schedler, but at that time we did not know that he had no access to S. W. 110th avenue, and considered this merely the back of his property.

A. V. BENEDICT
Assistant Division Engineer

AVB:t
cc: Bob Ewen

Jenny
R/d Ripley

CONSTRUCTION DIVISION
RECEIVED
JUL 8 1960
NOTED-

Proposed 4-Lane Construction

"L2" Line

House

T.V. Shop

Billboard

Barn

House

Conc. Block Bldg.

Ave.

℄ 170+37.38 P.T.

← To Beaverton

TUALATIN VALLEY HIGHWAY (Canyon Road)

To Portland →

℄ 171+64.09 P.O.T.

L2 171+64.09 P.O.T.
T.V. Hwy. 147+91.79 P.O.T.

℄ 171+88.95 P.C.

℄ 171+88.95 P.T.

Barn

℄ T.V. Hwy.

℄ L2

Catherine Albino
B. 305 P. 490
Contract of Sale to
Wm. F. Schedler
B. 425 P. 571

J. Paul Doughty et ux
Appliance Store
B. 236 P. 383
B. 420 P. 401

H. T. Hardman et ux
B. 354 P. 176
B. 420 P. 401

Elder A. Erfeldt et ux
B. 354 P. 127
B. 250 P. 677

House

House

House

S.W. 110th

TUALATIN - BEAVERTON HWY. RELOCATION
Washington County

TUALATIN VALLEY HIGHWAY CROSSING

Scale- 1" = 100'

R.E. Ewen, Loc. Engr.

PLEASE RETURN TO
FORREST COOPER

JACOB, JONES & BROWN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 8-7664

ROBERT T. JACOB
RANDALL B. JONES
GARTHE BROWN
MORRIS J. GALEN
EUGENE E. FELTZ
PRESTON C. HIEFIELD, JR
GARRET L. ROMAINE

June 17, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: W. C. Williams, State Highway Engineer

Gentlemen:

This will acknowledge your letter of June 3, 1960, concerning the property owned by Mr. W. F. Schedler, which you have advised will be taken in order to construct the new connecting freeway between the present Baldock Freeway and Sunset Highway.

Encl 1

I am advised that you tentatively plan to take from 10 feet to 15 feet frontage from Mr. Schedler's property, which will not leave a satisfactory amount of land for development. On the other hand, we have heard that in your discussions for property acquisition you advised a neighbor that the land acquisition would stop about 50 feet west of Mr. Schedler's property. For these reasons and because of the desire of Mr. Schedler to improve this property, we would like to arrange a meeting here in Portland or in Salem to discuss this acquisition with you and determine whether or not you would be willing to acquire the entire property at the price Mr. Schedler paid, inasmuch as the taking of a portion of the property would render the balance of it insufficient for improvements.

May we be advised as to a time convenient to disucss the matter with you.

Very truly yours,

Garthe Brown

GARTHE BROWN

GB:pm

RECEIVED
JUN 20 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 6 1960
FOR FILING

Court
Plat
Survey
Form

Cross Referenced To:
Adm
Petition
Work Co.

June 3, 1960

Mr. Carthe Brown
Attorney at Law
Public Service Building
Portland 4, Oregon

Survey - Baldock Freeway Comm.

Dear Sir:

I am writing in reply to your letter of May 24 to Mr. Carl Smith concerning a parcel of land on Canyon Road about a mile east of Beaverton.

Enclosed is a sketch map showing our preliminary right-of-way taking across the parcel of property under discussion. The parcel of property shown colored in red may be required for the purposes of roadbed widening in the interchange at this location.

This preliminary right-of-way line is subject to some revision and should not be considered as the final answer.

Very truly yours,

W. C. Williams
State Highway Engineer

GKA:jp ms

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

ROBERT T. JACOB
RANDALL S. JONES
GARTHE BROWN
MORRIS J. GALEN
EUGENE E. FELTZ
PRESTON C. HIEFIELD, JR.
GARRET L. ROMAINE

JACOB, JONES & BROWN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 8-7664

May 24, 1960

Mr. Carl Smith
State Highway Building
Salem, Oregon

Dear Mr. Smith:

A client of ours has purchased a parcel of land on Canyon Road about a mile east of Beaverton and his contemplating constructing a building thereon and leasing the same. He has been advised that there is a possibility that a connecting freeway connecting the Baldock Freeway and Sunset Highway will be constructed near his property or possibly might cross his property. For this reason prior to expending any sums of money on improvements we are enclosing a copy of the plot of ground showing the location of the property and a legal description thereof so that we might obtain from your offices information as to whether or not there is a potential danger that the same might be taken for this new proposed project.

We would appreciate your early advice in this matter so that we may go ahead with our plans in the event you could reasonably assure us that the proposed freeway will not interfere with the construction of improvements on this property.

Yours very truly,

Garthe Brown

GARTHE BROWN

GB:jp
Enc.

CONSTRUCTION DIVISION
RECEIVED
MAY 26 1960
NOTED-- CE ACE ACE COE

TITLE AND TRUST CO

The sketch below is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

DESCRIPTION SHEET

See page 1 for vesting and encumbrances, if any.

Description of the tract of land which is the subject of this report:

The following described real property in Washington County, Oregon to-wit:

Beginning at a point on the West line of lot 45, WESTDALE, as shown on the duly recorded map and plat thereof, which point bears North 0° 52' West 152.0 feet from the Southwest corner of said Lot 45; thence running North 65° 45' East 178.2 feet to an iron pipe; thence North 19° 36' West (at 51.52 feet an iron pipe) 83.22 feet to a point on the Southerly line of the Canyon Road Highway; thence South 70° 43' West along the line of said highway 144.0 feet to the West line of said Lot 45; thence South 0° 52' East 104.0 feet to the place of beginning.

PRELIMINARY COPY
SUBJECT TO CHANGE
S.W. 109th Ave.
S.W. 110th Ave.
W
S
T
To Portland
Existing R/W Line
Proposed R/W Line
House
SCALE 1" = 10'
S 0°59'49" E
PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
JUL 27 1960
FOR FILING
6650

Cross Referenced To:
Adm
Petition
Wash. Co.

July 27, 1960

1702

Mr. David H. Rockwood
808 S. W. Briar Lane
Portland 25, Oregon

Dear Sir:

In reply to your letter of May 29, I must apologize for the delay, but after the conference at the church by the members of the Bishop's Committee and Mr. Barbee, Mr. Benedict, and Mr. Eson of our organization, it was considered desirable to delay reply until the cost estimate for shifting our line, as requested at this conference, was completed.

We have now completed our estimate for moving our line easterly as requested by your Committee. I am sorry to inform you that our cost estimate is a little over $100,000 higher if the line is moved to the east. It is quite obvious that we cannot justify the additional expenditure of this sum from public funds to make such a move.

In regards to the access to your property, a final decision has not been made on this matter. The plan of access of 110th Avenue, as discussed with you by Mr. Barbee, is still a possibility, and I can assure you that any plan developed for this access will provide access for your present traffic and any further expansion you might make.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk mo

cc Mr. Forrest Cooper
Mr. Tom Edwards

REFERRED TO
Cooper
By State Highway Engineer

808 S.W. Briar Lane
Portland 25, Oregon
May 29, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

I represent the Bishop's Committee (vestry) of St. Bartholomew's Episcopal Church of Beaverton, Oregon, and I am writing you relative to the location of the propsed Beaverton-Tualatin Expressway.

After the general location of the route was made public last month, it was evident that the highway would affect in a considerable measure the use of our church and its future planning. Inquiry was made at the office of the Division Engineer at Milwaukie, and your engineers were most cooperative in providing information regarding the preliminary plans of the highway location in the vicinity of our church.

Fisher

The proposed expressway location between Center Street and Walker Road is approximately in a north-south direction, and roughly coincides with S. W. 112th Avenue. Our church now holds a parcel of land of about five acres bordering 112th Avenue on the west and whose south boundary is about 500 feet north of Center Street. In addition, the church recently acquired an option on an additional five acre tract, lying directly to the east, for future expansion of facilities. The tentative location of the highway would cause us several major problems, including loss of the most desirable building areas, loss of parking space, loss of traffic circulation and access from existing roads, and other considerations.

FORREST COOPER

It is our understanding that final locations are selected after money is available for detailed engineering studies. At such time as such studies are initiated, it would be greatly appreciated if representatives of our church would consult with your locating engineers

with regard to minor adjustments on alignment in the vicinity of our church. We believe minor modifications would minimize to a considerable degree some of the problems involved.

Your cooperation in this matter would be greatly appreciated, and we would appreciate being kept informed as the planning progresses.

Very truly yours,

David M. Rockwood

DAVID M. ROCKWOOD

DMR:rr

CC: Chairman, Oregon State Highway Commision
Rev. E. James Kingsley, Vicar, St. Bartholomew's Episcopal Church
Mr. Vernon Long, Secretary of the Vestry, St. Bartholomew's Episcopal Church

RECEIVED
MAY 31 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1960
FOR FILING

SU-4(6)(4)

6650

July 27, 1960

Mr. L. L. Peterson
6650 S. W. Bonita Road
Portland 23, Oregon

Dear Mr. Peterson:

Your letter of July 13 to Mr. A. E. Johnson regarding your property on Bonita Road has been referred to this office for reply.

I can only inform you at this time that our designs are not far enough along to indicate how much or whether any of your property might be required.

We will need an interchange in this general location between our new highway and the Baldock Freeway, but all such plans have to be approved by the Bureau of Public Roads and in some instances these are referred to Washington, D. C. for approval. Therefore, it is very doubtful that any finally approved design will be ready before your August 31, 1960 deadline.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards

July 13, 1960

Mr. A. E. Johnson
Division Engineer
State of Oregon Highway Department
9200 S. E. McLoughlin Blvd.
Portland 2, Oregon

Re: The West two acres of Lot numbered three in Bonita Gardens.
Also known as 6650 S. W. Bonita Road, Portland 23, Oregon.
Buildings: 1 - 2 Bedroom House; 1 - Garage & Utility Room.

Dear Mr. Johnson:

As suggested in our conversation of July 11, I am writing you regarding the above described property in relation to the possibility of its purchase by the State of Oregon as right of way for a portion of the express way connecting Baldock Freeway and Sunset Highway.

Our problem is this. Based on information we received during the early part of this year, it seemed very likely that this property would be part of the land needed for the cloverleaf connection of the express way and Baldock Freeway at Bonita Road. We began looking for another place and found one in Southwest Portland which, we have been advised authoritatively, is a very good buy. Provided we are able to raise the money necessary to buy out the present owner's equity, we will have the opportunity of assuming the existing 4½% loan on this place, which, of course, would save us a significant amount of interest over the remaining years of the contract.

In order to hold this place we made a down payment and entered into a written agreement whereby we agreed to pay the owner his equity and assume the existing contract on or before August 31, 1960.

I am writing you in the hope that there is the possibility that the State of Oregon will purchase our property before August 31, 1960. If this is not possible, we would greatly appreciate any assurance you may be able to give that this property will eventually be bought for right of way purposes and approximately when the purchase might occur.

Thank you for the courtesy you have extended me and your early advice will be gratefully received.

Cordially,

L. L. Peterson
6650 S. W. Bonita Road
Portland 23, Oregon

Business Address:
500 Yeon Building
Portland, Oregon
CA 3-0796

Existing R.C. Structure

Existing R.H. Baldock Freeway

← To Portland

To Salem →

"L" 500+38.95 P.O.T.

"L" 497+66.61 P.T.

Road

House

Gar.

L.L. Peterson
6650 S.W. Bonita Road
(West 2 Acres, Lot 3,
"Bonita Gardens")

Bonita

495

600' Sp.
S=30°
α=14°

℄ Line

OREGON STATE HIGHWAY DEPT.

SKETCH MAP

WEST 2 ACRES, LOT 3, BONITA GARDENS
SEC. 12, T2S, R1W. W.M.
Washington County

TUALATIN-BEAVERTON HWY. RELOCATION
Prefix 134-1409

R.T. Ewen, Loc. Engr. July 196

Scale - 1" = 100'

Earl E. Fisher, Mayor

RECEIVED
JUL 27 1960
FOR FILING

Box J
Beaverton, Oregon

City Hall — MI 4-2191

2 FASTEST GROWING
CITIES ON THE COAST
LOS ANGELES — BEAVERTON!

CITY OF BEAVERTON
INCORPORATED
FEB. 10.
1893
OREGON

Metropolis
Eastern Washington
County

No Parking Meters
Here!

SHOP EAST END STORES

PLENTY PROSPERITY
MEANS GOOD TIMES!

BEAVERTON, OREGON
July 27, 1960

Oregon State Highway Department
-Mr. Floyd Query, Secretary
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

Acknowledgment is made receipt copy sketch-map showing the new route section concerning improvement Sunset Highway-Pacific Highway of the Beaverton Tualatin Valley Highway.

Please accept my thanks for this valuable Sketch Map--it will be placed on file for future reference by my office and the general traveling public.

We wish to compliment highly the State Highway Commission and State Highway Engineers for their Careful consideration and deliberate action im solving the auto transportation problem of Eastern Washington county. The New Beaverton-Tigard Highway is a major stroke in solving the Highway traffic problem of this fast growing section of Oregon--and reflects honor and glory on Oregon's great State Highway Commission and their able corps of State Highway Engineers--Best in the West!

Sincerely yours,

Earl E. Fisher

MAYOR

Copies sent to Commissioners & Williams

RECEIVED
JUN - 1 1960
FOR FILING

T 25 C0

NOTE:
W. C. WILLIAMS

LOCATION PROSPECTUS
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

The following prospectus is submitted concerning the above-mentioned highway, which is a proposed new State Secondary facility on the Federal Aid Secondary System. The northerly terminus is at the Cedar Hills Overcrossing on the Sunset Highway. The southerly terminus is at Bonita Road on the Baldock Freeway. The overall length of the project is 8.3 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on new alignment. The town of Beaverton is on the route of the project, which is through a suburban and industrial area.

The general route was laid by Tom Edwards. Reconnaissance has been made. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

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Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course Base	2 "	3/4"-0 Crushed Material
Bottom Course Base	18½"	Coarse Crushed Material
Total Depth	24"	

Materials are available from local commercial and State-controlled sources.

Agreements with Beaverton and Washington County will be necessary.

There are no State Parks or roadside rest areas affected by this project.

July 25, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
AUG 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CO-121 UNITED STATES GOVERNMENT

RECEIVED
JUL 25 1960

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FOR FILING

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 22, 1960

SU-466(4)

6650

FROM : C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Beaverton-Tualatin Highway, HPS Financed Report

Copies of a report on the Beaverton-Tualatin Highway prepared by your Construction Division and financed with HPS funds were furnished with Mr. Barbee's letter of June 30, 1960.

This study was approved by our letter of May 14, 1959 and included a field reconnaissance of the general location for a highway between the Sunset Highway and the Baldock Freeway. The origin-destination phase is an extremely important part of this study but no information on this work, which we understand will be completed in the near future, was included in the report.

A number of routes were analyzed, but information on the rejected routings has not been included, except as to general location through map orientation. A full report, of course, would include all of the pertinent data on each of the alternates considered. This would include traffic and economic comparisons, terrain considerations, grade and alignment data, and perhaps road user benefit analyses. A report of this nature should also include an appraisal of current and future land use in the corridor as well as an analysis of current highway service and utilization of highway capacity. Possible extension of the routing northerly to form a western circumferential routing around Portland should also be considered.

In addition, if the route is to be considered for Federal Aid Secondary designation, as indicated by Mr. Edwards' July 14, 1960 letter, factors should be developed to support this category as opposed to FAP designation.

We would appreciate your consideration of possible expansion of the Beaverton-Tualatin Highway report covering as many of the above factors as is feasible fulfilling obligations of HPS financing.

RECEIVED
JUL 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 25 1960
FOR FILING

SU-466 (4)

6650

July 19, 1960

Hon. Earl E. Fisher, Mayor
City of Beaverton
Beaverton, Oregon

Dear Mr. Fisher:

The State Highway Commission at its meeting on June 3, 1960, adopted a survey concerning improvement of the Sunset Highway-Pacific Highway Section of the Beaverton-Tualatin Highway. For your information we have attached a sketch map showing the route of the new section and a certified copy of the Commission's resolution adopting the survey (Survey Resolution No. 213).

You will recall that a public hearing on this project was held in Beaverton on April 12, 1960, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Attach.

cc: Washington County Court

NOTED
J. Mc C.

FORM H-123-X

RECEIVED
JUL 13 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

SU-4(10)(4)

6650

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Proposed Connection
Baldock Freeway and
Sunset Freeway

Dear Sir:

I am writing in answer to your letter of June 16th concerning the preliminary plan for the relocated Beaverton-Tualatin Highway. The Traffic Division is at this time engaged in an analysis of the origin-destination study referred to in your letter. When the analysis of this study has been completed, we will determine roads which will be severed or separated and the points where at-grade connections will operate safely for a period of time.

It is our intention to purchase right of way for future interchanges in the areas where at-grade intersections are to be made in order that this facility may be converted to a freeway in the future.

With reference to the June 2, 1960 certification regarding the Public Hearing on the location of this route, please be advised that as soon as the origin-destination analysis is complete the appropriate traffic assignments will be furnished to you along with a request to place this route on the Federal-Aid Secondary System. The traffic data that we used in determining our route location was not detailed enough for final design purposes and was up-dated by the 1959 Origin-Destination study in the area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

GKA:jp:jw

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 6 1960
FOR FILING

Cross Referenced To:

S-2-11(6)(4)
6650

July 7-60
5 2-1

July 5, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the July 7 meeting a resolution placing the Beaverton-Tigard Highway on the secondary state highway system. This is the new highway connecting the Baldock Freeway (U.S. 99) and the Sunset Highway and extends between the Sunset Highway at the Cedar Hills interchange. This route with the approval of Washington County, and we have in our files a resolution of the County Court approving the establishment of this highway.

I recommend the adoption of the resolution.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Mr. G. S. Paxson
Mr. Clarence Swenson

Resolution filed in Secretary's files - 55

FORM E-30X 50M 7-58 23125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Highway Designation:
Beaverton-Tigard Secondary Hwy. No. 144
Washington County

Attached are five copies of a secondary highway designation resolution covering the above subject. The resolution has been checked in this office and is ready for presentation to the Highway Commission. At its June meeting the Commission adopted the survey of this route as a relocation of the Beaverton-Tualatin Highway; however, since Washington County has refused to take over the existing highway, there is no alternative except to designate the relocation as a new highway. In addition, the Highway Commission will be asked to approve this highway as an addition to the FAS System.

There is also attached a resolution adopted by Washington County concurring in the designation of the Beaverton-Tigard Highway.

Robert H. Prange
Field Engr., County & City Relations

RHP:mm
Att.

cc: R. L. Porter

RECEIVED
1960
FOR FILING
SH-466 (1)
6650

June 16, 1960

1655

Dr. Robert W. Blakely
3181 S. W. Sam Jackson Park Road
Portland 1, Oregon

Conn between Sunset Hwy & Eastside Freeway

Dear Sir:

Enclosed is a map showing in red our proposed centerline and the limits of your property.

As yet, we have not determined the exact width of right of way needed in this area. However, it will probably not be more than 100 feet from the centerline to the easterly right of way line. The right of way line would then be some 150 feet from the nearest corner of your property.

I believe that the map will give you the information you wish.

Very truly yours,

W. C. Williams
State Highway Engineer

ESH:fp ms

enc.
cc: Mr. Forrest Cooper
Mr. Tom Edwards

Salem, Oregon
June 6, 1960

Mr. Tom Edwards
Construction Engineer
O F F I C E

Will you please prepare for me a portion of a map, for transmittal to Dr. Robert W. Blakely, 3181 S. W. Sam Jackson Park Road, Portland 1, showing about one-quarter mile northerly of Walker Road on the Beaverton-Tigard Highway. This map should have sufficient information regarding section lines, property ties, et cetera, so that Dr. Blakely may locate his property.

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams

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JUN - 3 1960
FOR FILING

Const
6W
Harry Gen

1655

June 2, 1960

Dr. Robert W. Blakely
3181 S. W. Sam Jackson Park Road
Portland 1, Oregon

Dear Sir:

This will acknowledge receipt of your letter of April 15 concerning the relocation of the Beaverton-Tualatin Highway as it will affect your property near Walker Road.

You indicated considerable concern regarding any possible shift of the proposed highway toward the east. In looking at the developments both north and south of your property and to the east of our present proposed route, it does not appear feasible that a line change in an easterly direction would be considered. We have investigated a move toward the west as you have suggested. This move is not considered feasible and the idea has, therefore, been abandoned.

In any event, it appears unlikely that your property will be affected.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

ESH:jk as

PLEASE RETURN TO
FORREST COOPER

University of Oregon Medical School

CRIPPLED CHILDREN'S DIVISION

Mailing Address: 3181 S. W. Sam Jackson Park Road
Portland 1, Oregon

Office Location: 745 S. W. Gaines Road
Telephone: CApitol 8-9181

April 15, 1960

Mr. Forest Cooper
State Highway Commission
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon

Dear Mr. Cooper:

I have learned that the proposed connection from the Baldock Freeway to the Sunset Highway may now cut into the Brentwood and Vista Hills subdivisions.

My family and I have been working on our house plans for a year now, and we were planning to break ground this month. Our lot is located north of Walker Road, and just east of the Don Hirshberger home. We are above them, on the ridge.

Any shift of the right-of-way to the east of Hirshberger's would go through our lot, would approach houses already constructed, and would, I assume, require more expense to the State to cut through the stone ridge.

It seems to me that the creek bottom and the flat land 300' west of the ridge would be the least damaging to the most people, and the least expense to the State.

Please give the individual home and land owners a break on this.

Sincerely yours,

Robert W. Blakeley

Robert W. Blakeley, Ph.D.

RWB:dmh

Edw - Draft
Query

RECEIVED
APR 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1960
FOR FILING

Salem, Oregon
June 14, 1960

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

A. B. and Isabelle Webb's letter to Washington County Court
Re: Sunset Highway-Baldock Highway Connection passing through Hyde Park

NOTED
W. C. WILLIAMS

In a letter to Mr. Williams dated April 20, 1960 Mr. and Mrs. Webb brought out the same objections and suggestions as mentioned in their June 1st letter to the Washington County Court. They were also at the informational hearing and voiced the same opinions.

They have proposed two alternate locations, one of which is adjacent to Hyde Park giving it the full benefit of the new road while sustaining no direct damage. This alternate would make use of an existing road in the Commonwealth Development. The road is known locally as Roxbury Road.

To widen Roxbury Road is not feasible, as it is a part of the newly constructed street system in the Commonwealth Development. To either use this street for the highway or destroy the street would disrupt the plan of the development. Hyde Park is entirely undeveloped at the present time and therefore no problems of this nature are apparent.

Any move to the west is also damaging to the geometrics of the line in that the line is somewhat out of direction already. To move west would aggravate this condition and, in the opinion of the field engineer, place the line on less favorable ground. The line in its present location makes use of a small draw for ~~support~~ access.

As far as the other alternate of going through the

NOTED
FORREST COOPER

Leis-Sinclair Tract is concerned, I can see no way of reaching this undeveloped area without doing much damage to developed property southerly of the tract. This alternate appears to be entirely out of the question.

It is apparent that any attempt to miss Hyde Park is futile in that the property damage problem is magnified rather than decreased due to the surrounding properties already having been developed. Hyde Park, being entirely undeveloped and in line with the terminus, is the natural choice for the route.

The enclosed mosaic indicates two located lines. The one in red is the line which was displayed at the hearing and the yellow indicates the latest thinking. As can be seen on the mosaic, Hyde Park will not only be damaged by the mainline but will also be involved with some of the off- and on- moves of the interchange. This interchange plan, however, is not final.

Tom Edwards
Construction Engineer

ESH:jw

Attach.

RECEIVED
[illegible] 1960
FOR FILING

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Re
Hwys - Stm

STATE HIGHWAY COMMISSION MEETING

Delegation George Mead, Mr. Nichols and Mr. Campbell re connection between Sunset Hwy. and Baldock Freeway.

Date ? June 3, 1960

Time 11:15 a.m.

Name	City or Town	Capacity
Harold Schnitzer (spokesman)	Portland	V. Pres. Claremont Investment Corp.
W. R. Nichols	"	Citizen

STATE HIGHWAY COMMISSION MEETING

Delegation In Support of connection between Sunset Hwy. and Baldock Freeway

Date June 2, 1960

Time 11 : 30 a.m.

Name	City or Town	Capacity
Scott E , Foster , Jr. (spokesman)	Beaverton	Beaverton Area C of C
Clayton Nyberg	Hillsboro	Co. Commissioner Wn.Co
Lawrence Dinneen	Beaverton	Beaverton Area C of C

June 3, 1960.

To: Mr. W. C. Williams, State Highway Engineer, and Members of the State Highway Commission

Subject: Testimony of the Beaverton Area Chamber of Commerce regarding the proposed highway link between Baldock Freeway and Sunset Highway.

Several months ago this group presented itself to this commission to plead for a major access road between the Baldock and Sunset Highways. Evidence was presented at that time in support of the proposed highway. Since that time, every factor effecting the need for an access route has continued to change, and all changes have been in the direction of an ever greater need for a major route through this area.

In our original plea, this group presented a suggested route for the access road. We made clear at that time, however, that any route selected, after study by the highway engineers, would be acceptable to us, providing it presented a minimum amount of damage to and disruption of our residential and business communities. IT IS THE FIRM CONVICTION OF THE BEAVERTON AREA CHAMBER OF COMMERCE THAT THE ROUTE SELECTED AND PRESENTED BY THE STATE HIGHWAY ENGINEERS FULFILLS THE REQUIREMENTS FOR THE ACCESS THAT THIS AREA SO BADLY NEEDS, AT LEAST FOR THE PRESENT TIME.

We would like to see the road built as a four-lane highway and would like to see more grade separations than the original plans call for, such as at Allen Avenue. and Walker Road. Other grade separators would be desirable also, but we are realistic enough to realize that the road itself is the most important item, and that features of it may have to be temporarily sacrificed for reasons of economy. We would like to suggest however, that the current planning include the future improvement of the road as funds can be made available.

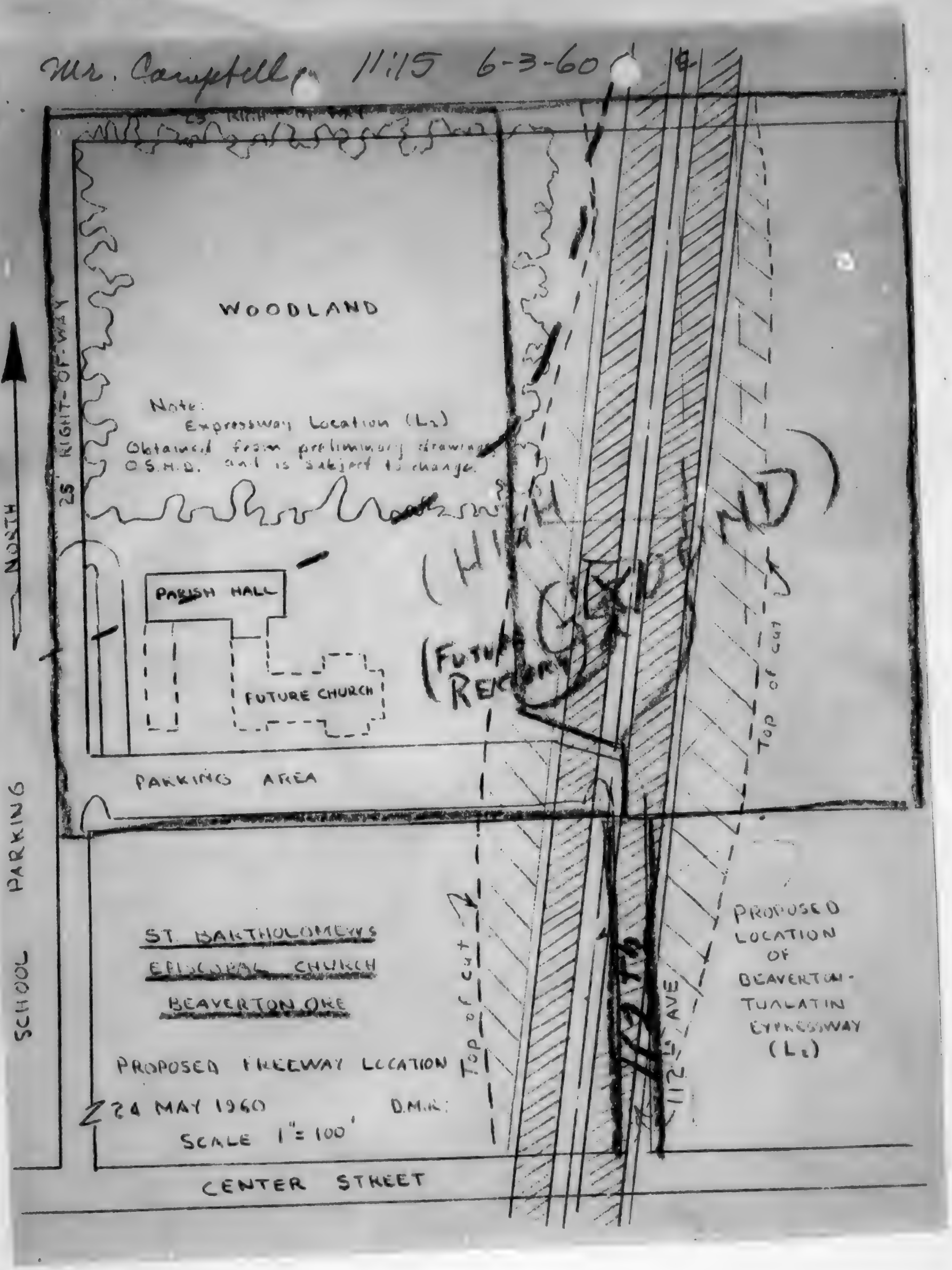
The Beaverton Area Chamber of Commerce, as well as the city of Beaverton, the Washington County Court, and other civic organizations have given careful study to the acceptability of this route. It is inevitable that a route chosen through any populated and growing area must of necessity cause damage to the potential value of some specific properties, and greatly increase the value and utility of others. There is no possible answer to the dilema caused by these inequities except to do the least possible damage, and allow those damaged in fact, to seek indemnification through the courts. The common good of the greatest number of people must prevail over the interest of the few, so long as the damaged few have protected their right to recover their proven losses from the public who benefit.

In conclusion, the Beaverton Area Chamber of Commerce wholeheartedly indorses the planning of the highway department for this access route. We DO NOT stipulate that it must follow the proposed maps. However, the route chosen seems to be as desirable as any other proposed alternate. Our position is that an access highway is desperately needed and we do not want anything to prevent the construction of such a road, either on the exact route specified, or on another acceptable route. We fear endless discussion and hearings may delay construction, or even prevent construction. Our area cannot afford delay on this vital project.

Scott E. Foster

Scott E. Foster, Chairman,
ROADS COMMITTEE,
Beaverton Area Chamber of Commerce,
Beaverton, Oregon.

Mr. Campbell 11:15 6-3-60



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JUN 3 1960
FOR FILING

SW-4666 (4)

6450

Salem, Oregon
June 3, 1960

Mr. Tom Edwards
Construction Engineer
O F F I C E

St. Bartholomew
Episcopal Church
Beaverton

Canyon Rd. - S. end Murray & Baldock Freeway.

At the Highway Commission meeting today, a delegation appeared in behalf of the St. Bartholomew Episcopal Church which is located just easterly of Beaverton. They stated that they had a very difficult problem caused by our proposed taking and requested a review. They stated that they had a difficult time getting the proper area of land on which to build their church and other facilities, including a parking lot. They felt that our design would either preclude them from building their church (I understand they have a parrish house on the property now) or would seriously impair their access and parking.

Will you please have someone contact these people immediately and go over the problem with them to see if some equitable solution can be worked out. The group was represented by Mr. William B. Campbell, who is, I believe, a vestryman. I suggest that contact be made with these people by a call at the church. The address of the church is 3495 S. W. 112th Avenue, Beaverton.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. H. K. McIver
Mr. W. C. Williams

RECEIVED
JUN - 3 1960
FOR FILING
SU-4(6)(4)
6660

June 1, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Sunset Highway-Pacific Highway Section of the Beaverton-Tualatin Highway. A public hearing was held in Beaverton on this routing, and a transcript of the hearing has been furnished you. I am attaching, for your information, a brief summary of all unresolved matters brought up at the hearing. I am also attaching a map for your information. The length of this section is 7.69 miles.

I recommend your approval of this survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for your consideration at the June 2-3 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk mc

Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright

[redacted]

1. Mr. Lightner, representing the St. Bartholomew Episcopal Church, objected to project crossing the church property in that it separated its Building Unit 1 from Building Unit 2, this development being in the future. He also objected on the basis that the line took out 112th Street, the route of access to the church, and that the line eliminated a parking lot.

The line does not take out the parking lot but does take a wedge-shape piece from the easterly side of the property. The take varies from 130 feet to 0 feet in width. The line eliminates 112th Street, which is presently one of two access streets to the church.

A line revision to miss the church property has been reviewed but discarded due to disturbing other developed properties. Some replacement for 112th Street will be required.

2. Mr. Willard Schaam, representing Hal Hansen, Realtor, who is instrumental in developing Vista Hills, suggested moving 300 feet westerly or farther away from the Vista Hills Development.

Such a revision as suggested has been investigated, and it was found that such move would adversely affect other properties presently being developed for the reason that a westerly move in this vicinity would only move us from one property to another. This move was discarded.

A letter was also received from King, Miller, Anderson, and Yerke, attorneys of Portland, representing residents in the Vista Hills Subdivision.

requesting that no direct access be provided between the expressway and the Vista Hills area; also, that the location of the proposed facility be kept as great a distance as feasible from the Vista Hills area.

This letter was answered, assuring that that no direct access to Vista Hills would be made and, further, that a movement westerly had been investigated and that it appeared from the investigation as made that the line as located does the least amount of property damage, while providing the type of facility needed.

3. Mr. James Bischoff, attorney, representing 20 land owners in the area between Scholls Ferry Road and Greenburg Road, requested that the line be moved further from the railroad tracks to permit industrial development along said tracks.

A letter was received from Mr. Bischoff along the same line. Mr. Bischoff was informed that it had been found possible and practical to move the line somewhat as requested. He was also presented a small sketch map showing such a move.

4. Anna Herbertola asked that a statement be read into the record, in which statement she complained of the hardship it would work on her parents as well as herself. The property in question is located near Pacific Road.

5. We are also in receipt of a letter from Mr. Frederick Anderson of Tigard, presenting a statement and petition bearing the signatures of 15 people, "....objecting to the location between Pacific Highway West and State Highway #217 and beyond the west line of Thomas Sett D.L.C. The grounds for their objection is that the homes of many of the signers are in the proposed right-of-way area and that the project promises to work extreme hardship on those of us so located by wholly or partially destroying our residential

development. I further state that there will be businesses in the area which will be wholly destroyed. I also further state that the general Tigard area is now traversed by Pacific Highway West, State Highway No. 217, and many other public ways and that any further removal of taxable property from the tax rolls should be kept to the minimum."

This petition was answered, stating that we had explored three alternate routes. Two of the above alternates were discarded because it proved to be more costly than the present location and disturbed more home and industrial properties. The third alternate also investigated was west of Tigard and did not provide the service needed for the area in question.

6. Austin Hubb stated that he owned the majority of the Hyde Park District and requested that we attempt to move 300 feet north and not disturb the part of his property that had been logged and ready for development.

We have also received a letter from Mr. and Mrs. Hubb in which they request us to move our line either to the east or west of Hyde Park to miss their property.

A reply was sent to Mr. and Mrs. Hubb to the effect that a move in both directions had been investigated. The line to the east had been discarded in that much of the property in this location is presently being used as home sites. The line to the west was discarded because the property immediately west of Hyde Park is being developed by the construction of roads. The Hyde Park development itself is not presently being developed.

7. The law firm of McCormick and Walls, representing the Lakeside Development Company, entered a letter into the record at the hearing. The letter objected to the highway reducing the size of the lake known as the Crystal Springs Lake, located easterly of Tigard and south of the Pacific

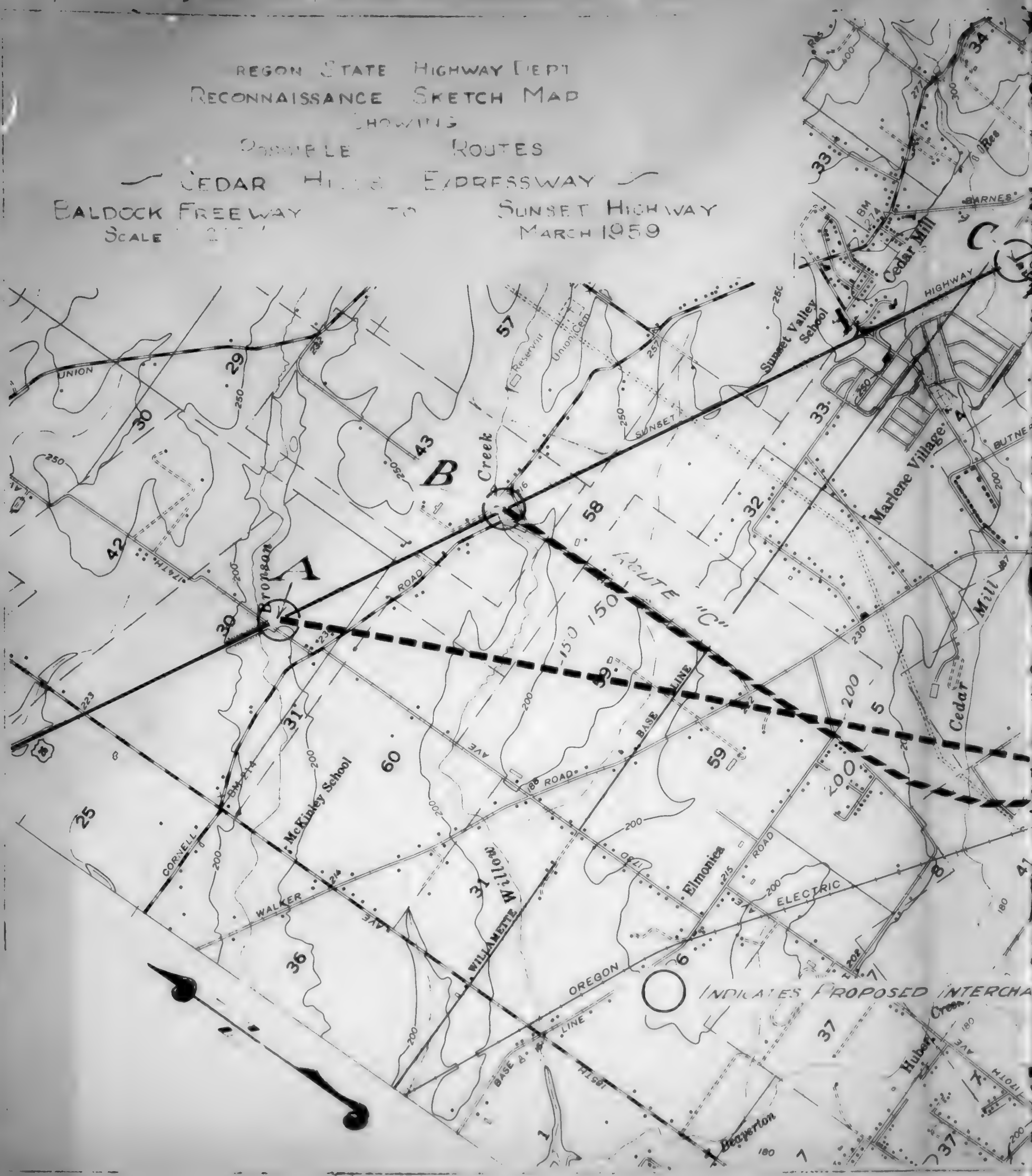
Highway West. No effort has been made to miss the lake, as the immediate property is undeveloped, and any move at that point would also affect property along the Pacific Highway West and industrial areas to the south presently under development.

S. Tigard Public Schools, District No. 23, Washington County, presented a letter for entry into the record that they requested: (1) the land included in the right of way should be replaced from additional property if possible, (2) if the right of way disturbs the existing drain field, the sanitation facilities should be replaced, (3) safe access to the school grounds should be provided for school buses and other motor traffic, as well as children walking to the school, and (4) a cyclone fence of adequate height should be constructed between the highway and school properties. These four are all matters of right-of-way acquisition and construction details.

Mr. Clayton Nyberg, County Commissioner of Washington County, complimented Mr. Cooper on the alignment of the highway. Mr. J. O. Johnson stated that he spoke in behalf of the property owners in the Tigard area interested in the industrial area. The Coe Manufacturing Company had asked him to say that where the highway now exists they think will be controlled highway. The local people urge construction because of the heavy traffic they feel will move on it. He also represented a number of property owners that were given on a list, all of whom have property along the railroad.

The main area of objections, as explained both at the hearing and by letters, is not on the route itself but largely on how it affects individual property owners. In all cases, apparently, the property owner would be more than happy if we would construct screen his neighbor's property. For this reason, I feel that the route as proposed should be selected.

OREGON STATE HIGHWAY DEPT
RECONNAISSANCE SKETCH MAP
SHOWING
POSSIBLE ROUTES
CEDAR HILLS EXPRESSWAY
BALDOCK FREEWAY TO SUNSET HIGHWAY
SCALE 2" = 1 MILE
MARCH 1959



Cedar Mill
BARNES
ROAD
Creek
BM 315
BLVD
HIGHWAY
Johnson
ROUTE
Marlene Village
BUTNER
WALKER
Barnes Sch.
Cedar Hills
CEDAR HILLS
ROAD
Cedar Hills
Cedar Mill
Creek
OREGON
ELECTRIC
Beaverton
Merle Davies Sch.
High Sch.
LOMBARD
PACIFIC
HWY
Gulf
LANSON
RD
West
BEAVERTON
HOLIDAY
Mason Sch.
BM 182
BM 188
Beaverton
VALLEY
SOUTHERN
Hwy
Grade
Road
St Mary's Station
St Mary's Home
Boys
TUALATIN
Hubert
Hubert
(Bell 193)
FARMINGTON
STREET
AVE
ALLEN
MAPLE
PRIVATE
ELEVATED
OSED INTERCHANGES
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Westport
Portland
Raleigh
Raleigh Hills
Garden Home
Beaverton
Hillsdale
Multnomah
Capitol Hwy
Barbur Blvd
Taylors Ferry
Terwilliger
Boones Ferry
Macadam
Greenburg
Tigard
Tualatin
Sherwood
Southern Pacific
Southern
Water Tank
Res
Cem
Sch
Golf Club
Hunt Club
Country Club
Robinson
Bridgeport
Hilton
Kruse Way
Lake Oswego
Tualatin Valley Highway
Scholls Ferry Road
Barnes Road
Bonita Road
Denney Road
Jamieson Road
Bridgeport Road
Greenburg Road
Boundary
City
Route "B"
Ave
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Rd
Dr
Ln
Pl
Ct
Cir
Blvd
Ter
Way
Pkwy
Hwy
Loop
Trail
Creek
Park
Bridge
Tank
Tower
Church
School
Library
Hospital
Station
Post Office
Golf Course
Cemetery
Reservoir
Pumping Station
Substation
Overpass
Underpass
Tunnel
Railroad
Power Line
Pipeline
Contour
Index Contour
Intermediate Contour
Depression Contour
Supplementary Contour
Spot Elevation
Benchmark
Triangulation Station
Township
Range
Section
Quadrangle
Scale
Datum
Projection
Grid
Declination
Magnetic North
True North
Grid North
Legend
Index
Key
Compass Rose
Neatline
Border
Margin
Title
Author
Publication
Edition
Revision
Survey
Mapping
Cartography
Geography
Topography
Hydrography
Orography
Geology
Soil
Vegetation
Land Use
Land Cover
Boundary
Jurisdiction
Administration
Population
Census
Economy
Industry
Agriculture
Forestry
Mining
Transportation
Communication
Utility
Recreation
Tourism
Culture
History
Archaeology
Anthropology
Sociology
Demography
Statistics
Data
Information
Knowledge
Wisdom
Understanding
Perception
Cognition
Memory
Learning
Thinking
Reasoning
Problem Solving
Decision Making
Creativity
Imagination
Intuition
Emotion
Motivation
Attention
Consciousness
Unconsciousness
Subconsciousness
Dream
Sleep
Wake
Rest
Work
Play
Leisure
Life
Death
Birth
Growth
Development
Aging
Health
Disease
Illness
Injury
Accident
Safety
Security
Risk
Hazard
Disaster
Emergency
Rescue
Recovery
Prevention
Protection
Insurance
Liability
Law
Order
Justice
Crime
Punishment
Rehabilitation
Reform
Revolution
Evolution
Change
Continuity
Stability
Instability
Chaos
Complexity
Simplicity
Beauty
Ugliness
Truth
Falsehood
Good
Evil
Right
Wrong
Freedom
Slavery
Equality
Inequality
Democracy
Autocracy
Anarchy
Socialism
Capitalism
Communism
Fascism
Nationalism
Internationalism
Globalization
Localization
Regionalism
Federalism
Unitarism
Sovereignty
Independence
Dependence
Interdependence
Peace
War
Conflict
Cooperation
Competition
Negotiation
Diplomacy
Treaty
Alliance
Enemy
Friend
Neutrality
Ally
Foe
Stranger
Neighbor
Family
Community
Society
Culture
Civilization
Humanity
Nature
Environment
Ecology
Conservation
Preservation
Restoration
Sustainability
Resource
Energy
Water
Air
Land
Fire
Earth
Sky
Sea
River
Lake
Mountain
Valley
Forest
Desert
Plain
Island
Peninsula
Coast
Shore
Beach
Cliff
Canyon
Cave
Glacier
Volcano
Earthquake
Tsunami
Flood
Drought
Storm
Hurricane
Tornado
Lightning
Thunder
Rain
Snow
Ice
Wind
Cloud
Fog
Mist
Dew
Frost
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Weather
Climate
Season
Spring
Summer
Autumn
Fall
Winter
Day
Night
Dawn
Dusk
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Second
Time
Clock
Calendar
Year
Month
Week
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Today
Yesterday
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Present
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History
Prehistory
Ancient
Medieval
Modern
Contemporary
Old
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Young
Old
Age
Youth
Adulthood
Childhood
Infancy
Baby
Child
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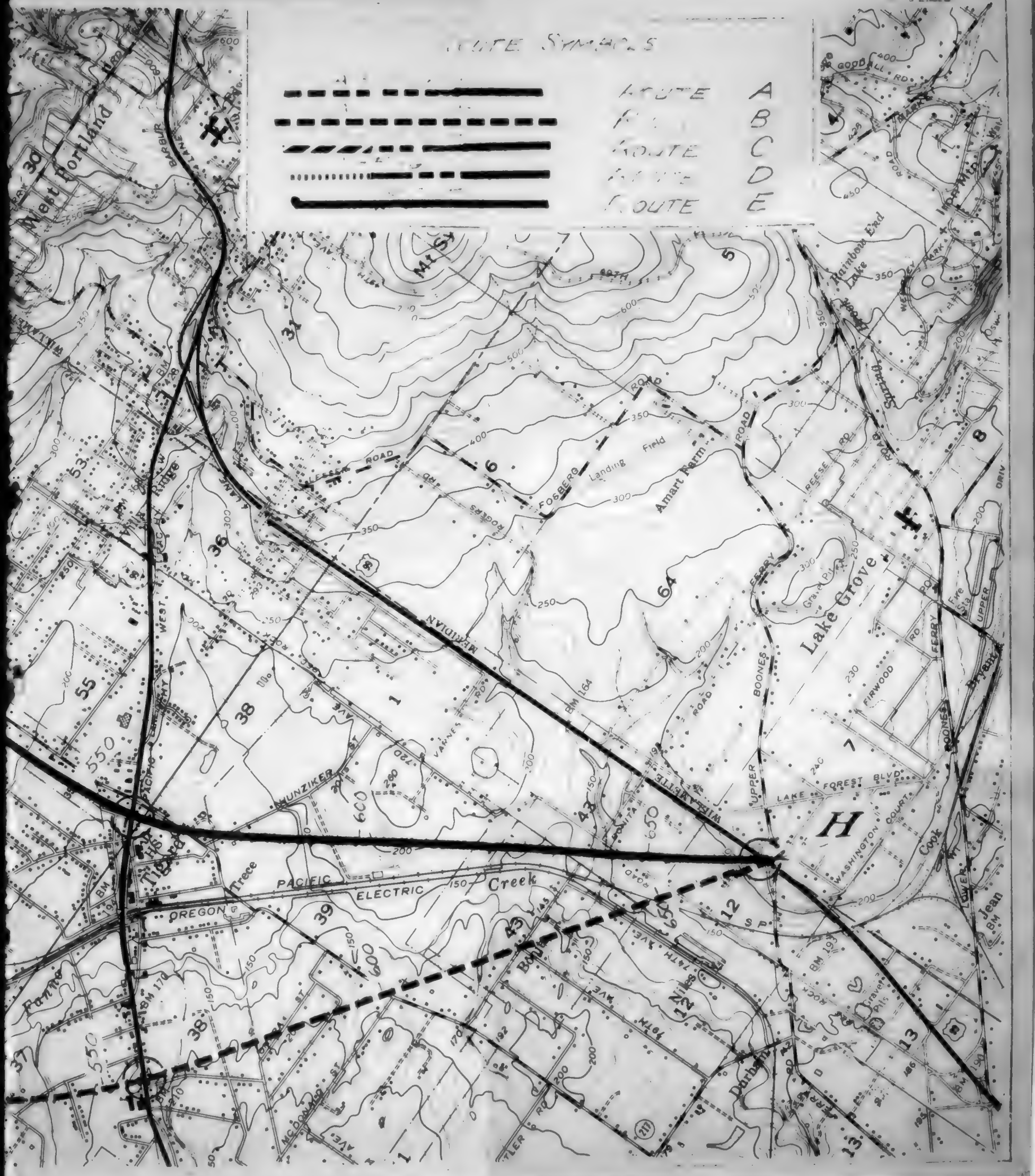
ROUTE SYMBOLS
ROUTE A
ROUTE B
ROUTE C
ROUTE D
ROUTE E
West Portland
Multnomah
Rainbow End Lake
Lake Grove
Tigard
Tualatin
Durham
Fosberg Landing Field
Amart Farm
Pacific Electric
Oregon
Trece Creek
Boones Ferry
Upper Boones Ferry
Lower Boones Ferry
Barbur Blvd
Pacific Highway West
Macadam Ave
Willamette River
Bonita Road
Meridian
Hunziker
Varnes
Roberts
Peese
Firwood
Lake Forest Blvd
Washington Court
Cook
Jean
Bryant
Grand Pl
Fire Sta
Graver Pits
Rock
Good Ll Rd
Mark
Woods
Bryants
Mt Sly
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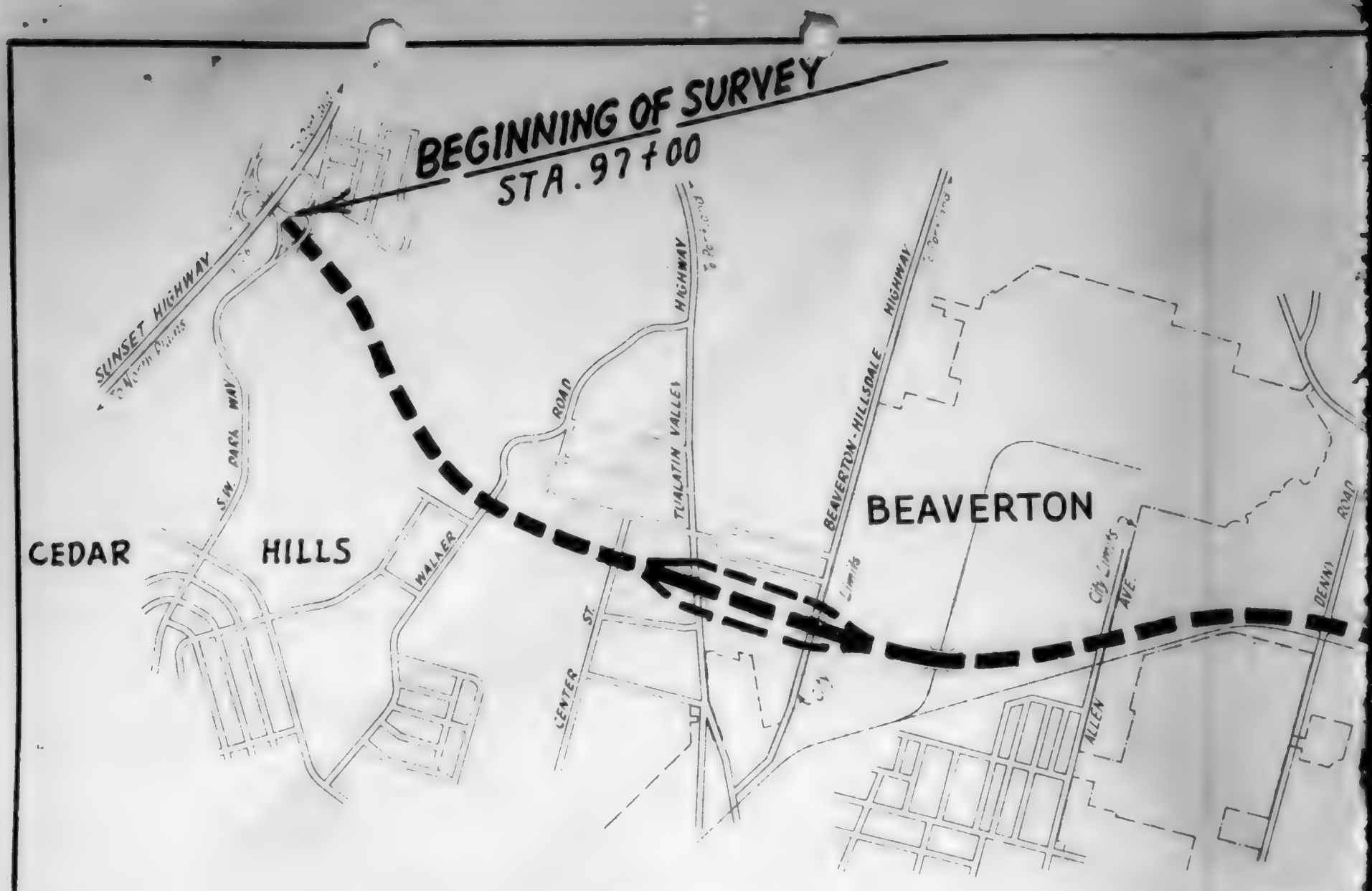
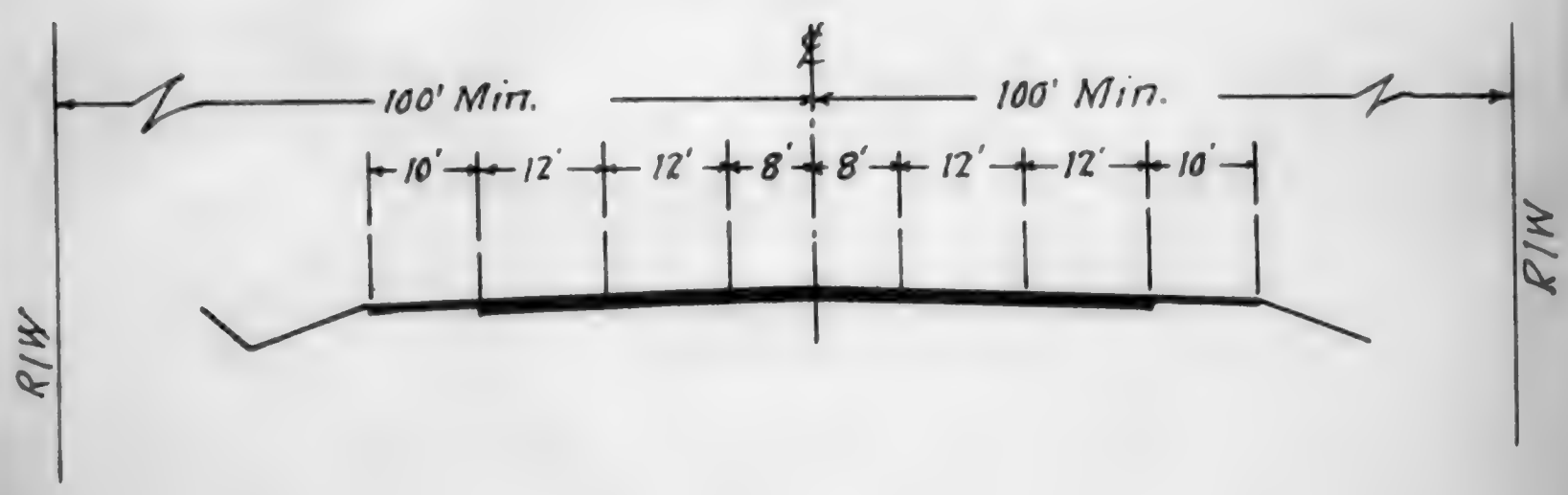


TYPICAL SECTION



7.59 Mi.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

June 4 1960
DATE

OREGON STATE HI

Survey A

SUNSET HIGHWAY-P

BEAVERTON-T

WASHIN

Scale: 1" = 2000'

DRG. NO

For details see Drg. No.

IR-3-1273

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION

BEAVERTON-TUALATIN HIGHWAY

WASHINGTON COUNTY

Scale: 1" = 2000' May, 1960

DRG. NO. 1R-3-1273

For details see Drg. No.

ED

Y ENGINEER

1960

5-6 60 E&L

RECEIVED
JUN -7 1960
FOR FILING
Sur-4606 (4)

June 1, 1960

Mr. Frederick A. Anderson
Attorney at Law
Post Office Box 6406
Tigard, Oregon

Dear Sir:

We are in receipt of a letter and a petition, previously acknowledged by this office, protesting the proposed route of the Sunset Highway-Baldock Freeway connection as it passes through the Tigard area. Certain objections to the route are set forth, such as the hardship that will be inflicted on home and business owners forced to sell their property to make way for the highway. In conjunction with the above objections, it was requested that all other possible routes be fully explored before a final decision is made.

In determining the location as it is proposed, three alternate routes were considered. One alternate was parallel to and about 400 feet westerly of the existing Beaverton-Tualatin Highway through the Tigard area. This route was abandoned for two reasons: one, that it was more costly to construct; and two, that more home and industrial properties were disturbed.

The second alternate considered crossed 99W approximately 0.9 mile west of Tigard. This alternate was abandoned for two reasons: one, that it was more costly to construct than the proposed route; and two, that the route was so far west of Tigard that local development, either residential or industrial, would not be properly served.

The third alternate crossed 99W approximately 400 feet westerly of the existing Beaverton-Tualatin intersection. This alternate was abandoned for the same reasons as stated for the other two routes considered. This route crossed 99W at approximately the same place as the first alternate. The two routes, however, were quite different northerly from 99W. The first alternate paralleled the existing Beaverton-Tualatin Highway, while this route ran in a northwesterly direction from its intersection with 99W.

Expense, however, is not the only factor to be considered. It would be unwise to construct a low-cost facility in preference to one costing somewhat more if the low-cost route would carry only a fraction of the traffic that would be served on the more adequate route. The prime purpose of any road is to serve the increase of traffic in a region resulting from the development of that area.

The matter of disturbing established business and residential properties is a serious thing and we strive to do as little damage as possible while at the same time, we must provide a highway to the present-day standards and in a location where the traffic will use it.

We regret any hardship that may be caused by this construction. However, the same would be true if another route were selected.

Your letter and petition have been made a part of the record presented to the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

RSH:jk fp ae

April 22, 1960

Mr. Frederick A. Anderson
Attorney at Law
Post Office Box 6406
Tigard, Oregon

Dear Mr. Anderson:

This will acknowledge your letter of April 19 and a petition dated April 15 referring to the Sunset-Baldock Freeway connecting link in the Beaverton area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams

FREDERICK A. ANDERSON
ATTORNEY AT LAW
12035 S. W. PACIFIC HIGHWAY
P. O. BOX 6405, TIGARD, OREGON
MERCURY 9-1121

REFERRED TO
Coffer
by State Highway Engineer

April 19, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, State Highway Engineer

Gentlemen:

On behalf of the persons who signed the within statement and petition, I am transmitting the same to you for inclusion in the record with respect to the proposed connecting highway between Baldock and Sunset.

I regret that it was not possible to present this matter more fully at the hearing at Beaverton for the reason that I was engaged to represent these people but was unable to be present at that time due to laryngitis. I ask that you give this matter full consideration as I know it is going to work an extreme hardship on some of these folks if the presently proposed highway right-of-way area is actually settled upon as the course of the ultimate roadway. I realize that no matter where the roadway is ultimately placed, it will probably adversely affect some folks, but nonetheless I want to be assured that you will consider this protest.

Ed w / Carl

May I have your acknowledgment of same? → I have done so.

Very truly yours,

Fred. A. Anderson

FAA:cb

Encl.

RECEIVED
APR 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1960
OREGON
STATE HIGHWAY COMMISSION

April 15, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, State Highway Engineer

Re: Baldock to Sunset connecting highway

Gentlemen:

We, the undersigned owners and residents of lands in Sections 35 and 36, Township 1 South, Range 1 West, Willamette Meridian, within or adjacent to the proposed right-of-way of the Baldock to Sunset connecting highway, do hereby object to and protest against the proposed location of the highway as projected between Pacific Highway West (99-W) and State Highway #217 and beyond to the west line of the Thomas Stott D.L.C., on the grounds and for the reasons hereinafter set forth.

A formal presentation of protest was not made in behalf of the undersigned at the hearing held at Beaverton on April 12 for the reason that illness of our counsel precluded such presentation, and members of your staff indicated that a written protest would be given equal consideration and be included in the record of the proceedings. We respectfully request that this protest be made a part of the record.

The grounds upon which we rely are:

(1) The homes of many of the undersigned occur within the proposed right-of-way area and this project promises to work extreme hardship upon those of us so located by wholly or partially destroying our residential development. Several of the undersigned are aged people who cannot without severe hardship relocate, and the particular area through which the right-of-way is projected is densely populated and the roadway should be relocated for that reason.

(2) Certain of the undersigned operate businesses within said area, which will be wholly destroyed by the projected development and which cannot be satisfactorily relocated elsewhere.

(3) The general Tigard area is now traversed by Pacific Highway West (99-W), State Highway #217, and many other public ways all of which are tied in whole or in part to Baldock Freeway or Sunset Highway, and any further removal of taxable property from the tax rolls should be kept at a minimum. The new highway right-of-way should be restricted to the minimum area required and should traverse the least-developed areas and not encroach upon residential and commercial development except where there is no alternative. We respectfully suggest that other possible courses be fully explored.

Name	Address
Ben H. Lee	11325 S.W. Hwy 217
R. A. Reynolds	11365 S.W Hwy 217
E C Marshall	11370 S W. Hwy 217
Dora B Hamilton	11370 S W Hwy 217
Mr. & Mrs. Josef Wayer	11410 S W Hwy 217
Mrs Anna Brazil	11475 S. W. Hwy 217
Mr & Mrs Robert Lee	11215 S.W. Hwy 217
Thomas J. M. Guire M.D.	8470 S.W. Pfaffle Rd. Tigard
Mr John Mitcell	8455 S W Pfaffle
E C. Humpiker	8430 S.W Humpiker st Tigard
Babette Humpiker	8430 S.W. Humpiker St. Tigard
Carl A Herberholz	8400 SW. Pfaffle st. Tigard, Ore.
Anna Herberholz	8400 S.W. Pfaffle st. Tigard, Ore.
Elwood M Brown	11295 SW Hwy 217 Tigard Ore
Helen J. Brown	11295 S.W. Hwy 217 Tigard Ore

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JUN - 7 1960
FOR FILING

SU-1(6)(1)
1650

June 1, 1960

Mr. Donald W. Herschberger
2600 S. W. Roxbury Street
Portland 25, Oregon

Dear Sir:

This will acknowledge receipt of your letter of April 15 concerning location of the Sunset Highway-Baldock Freeway connection as it affects your property.

You have expressed the desire that we move our located line westerly so that the right of way will include your building. This we cannot do just for the purpose of guaranteeing you that it will be necessary to purchase your building. We did, however, look into the feasibility of such a move. As you undoubtedly know, it will be impossible to move the line westerly so as to take your property without also affecting other properties in that vicinity. In this particular instance, the decision was made that the line could not be moved westerly due to the adverse affects it would have on other properties and adverse affects it would have on the alignment of the highway.

We appreciate receiving your comments and they will be made part of the record.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DJB:jk ae

April 15, 1960

Mr. W.C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am writing with reference to the proposed expressway connection between Baldock and Sunset highways. My property is located near Beaverton north of the Walker Road crossing of the proposed route.

I attended the hearings on April 12th held in Beaverton and wish to make an additional comment for the record. At the hearings Mr. Willard Schwenn who represented property owners in Vista Hills made a suggestion that the location of the road be moved farther away from a number of fine houses in Vista Hills. Such a location as he proposed would run through my home. Since my property will be involved in the right-of-way in any event, I would like also to suggest that the route be moved to include my house. At the present time the location of the right-of-way will come within perhaps twenty-five feet of the house and probably take my barn. Under these circumstances I would feel that the damages to the house, barn, and pastures with respect to the whole location plan of the property and with respect to suburban living as it now exists would be equal to the loss of the house and property.

I would appreciate it if you would give these thoughts consideration in your planning. I would also appreciate acknowledgement of this letter and any comments that you might have.

Very sincerely,

Donald W. Hirschberger

Donald W. Hirschberger
2600 S.W. Roxbury Street
Portland 25, Oregon

CONSTRUCTION DIVISION
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FOR FILING
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June 1, 1960

King, Miller, Anderson, Nash and Yerke
Attorneys and Counselors at Law
American Bank Building
Portland 5, Oregon

Gentlemen:

This will acknowledge receipt of your letter dated April 20, 1960. You indicated in this letter that you represent some 200 home owners in the Vista Hills area who are primarily interested in the following two points:

1. That there be no direct access provided between Vista Hills and the new facility.

2. That the new facility be located as far as is feasible from the Vista Hills development.

In answer to Point 1 above, it is proposed that no such connection be made.

Point 2 above and your suggestion to move 300 feet northeasterly have been investigated, and in the opinion of our engineers, the highway as proposed is in the most favorable location. To move as you have suggested would cause additional damage to properties presently being developed.

It appears from the investigation we have made, considering all factors presented, that the line as located does the least amount of property damage while providing the type of facility needed.

Thank you for your letter and suggestions. They will be made a part of the record.

Very truly yours,

W. C. Williams
State Highway Engineer

ESH:fp ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND 5, OREGON

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
HELEN F. ALTHAUS
PAUL R. MEYER
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
OMAR W. HALVORSON
THOMAS E. WITHYCOMBE
CHARLES N. ISAAK
DONALD R. HOLMAN
RICHARD C. HELGESON
KENNETH W. HERGENHAN
JEAN P. LOWMAN
ROBERT S. SUMMERS
KENNETH LEWIS

April 20, 1960

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Subject: Proposed Baldock - Sunset Expressway

Dear Mr. Cooper:

This letter will confirm my telephone conversation with you this morning regarding the subject proposed facility.

I indicated to you that I am the president of the Vista Hills Home Owners Association and speak for the some 200 odd owners of homes in the Vista Hills area in east Washington County, whose homes represent probably the finest residential development in Washington County.

On behalf of the home owners of Vista Hills, I would like to state their basic attitudes regarding the proposed facility:

1. That no direct access should be provided between Vista Hills and the new facility. It is my understanding from talking with you that such is not proposed nor contemplated at the present time.

2. That the location of the proposed facility be kept at as great a distance as is reasonably feasible from the Vista Hills area.

With respect to point 2 above, it is our concern that, inasmuch as the proposed facility will be used in large measure by heavy highway trucks bypassing a large part of the Portland metropolitan area and the area near Vista Hills will involve an upgrade, a serious noise problem will be created in a substantial portion of the westerly area of Vista Hills.

I have personally walked the Highway Department's stakes outlining the proposed facility to the north and west of Vista Hills and have noted that they run through currently undeveloped land. It was also apparent to me and to the other home owners of Vista Hills who had also viewed the area that there is a considerable amount of undeveloped property to the northwest of the proposed route for the facility.

I hereby request on behalf of the Vista Hills Home Owners that consideration be given to the moving of the presently proposed route 300 feet to the west and north in order to increase the distance from the Vista Hills area. It does not appear that such relocation would adversely affect the proper engineering of the proposed facility. I would appreciate it if you would advise me of the Department's ultimate attitude regarding this request so that I may in turn inform the home owners of the Department's disposition of this request.

Thank you for your time and consideration in talking to me on the telephone this morning and for your consideration of the request made in this letter.

Yours very truly,

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OFFICE OF
STATE HIGHWAY ENGINEER

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APR 21 1960
OREGON
STATE HIGHWAY COMMISSION

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JUN -7 1960
FOR FILING
SU-4666 (A)
6650

June 1, 1960

Mr. and Mrs. A. B. Webb
3345 S. W. 108th Street
Beaverton, Oregon

Dear Mr. and Mrs. Webb:

This will acknowledge receipt of your letter of April 20 concerning the proposed relocation of the Beaverton-Tualatin Highway through the subdivision known as Hyde Park.

In the letter, you have suggested moving the line either east or west of Hyde Park. A move in both directions has been investigated. To the east there does not appear to be a reasonable route in that much of the property is presently being utilized as home sites.

Toward the west what appears to be farm land and fields is in reality more subdivisions. One of these subdivisions lies almost directly west of Hyde Park and is being developed at the present time by the construction of roads. Another objection to a westerly move is that the line would be thrown out of direction, as the northerly terminus is to be the existing Cedar Hills Interchange.

We thank you for your letter and suggestions. They will be made a part of the record.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

ESH:fp ae

REFERRED TO
Cooper
State Highway Engineer

3345 S. W. 108th. Street
Beaverton, Oregon
April 20, 1960

W. C. Williams
Chief Engineer
State Highway Department
Salem, Oregon

A. V. Benedict
Division Engineer
State Highway Department
Salem, Oregon

Re: N-S Road
Hyde Park

Gentlemen:

In regards to the proposed highway or North-South Expressway between Baldock freeway and Sunset Highway: Indications are you plan to bisect the Hyde Park tract, commencing at the South West corner of the tract and emerging at the North East corner of the tract. If this expressway is constructed through Hyde Park it will completely destroy this extremely valuable residential view property, as well as depreciating property values in the new Vista Hills area.

The Hyde Park tract in question is bounded on the north by the Cedar Hills Shopping Center, on the east by Cedar Hills Plat No. 9 a developement of lovely homes. On the south by the fabulous Vista Hills area and, on the west by the new Commonwealth developement (filed under name John Lane and Chas. Taft) a glance at your map and you will see that this property is practically an island that is completely surrounded by the huge developements mentioned above.

The Hyde Park property was platted in 1889 and, we have owned the major part of this tract for more than 25 (twenty-five) years. During that entire time we have planned to develope this fine tract when it was ripe for developement. A considerable amount of time and a tremendous amount of energy has been expended, also numerous real estate transactions have been made, plus several costly moves in order to bring about the planned developement of this highly desirable tract.

Our attorney was instrumental in having Hyde Park included in the West Slope Sewer District. When the approximate date is known that we can connect to the sewer, we plan to petition the Washington County Court to vacate the Hyde Park tract. This done it would be replatted, sewers installed, roads constructed ect. This would be an orderly developement. It would be comparable to the adjoining Vista Hills developement, in fact it would be practically an extension of the new Vista Hills developement. (the tract includes the Ridgewood school that is located on part of the original Hyde Park tract, that property was acquired by the school district through the threat of eminent domain for a fraction of its value to us for developement purposes.)

While we have been waiting for the sewer project to get under way in our area we have not been entirely idle, in fact we have had about 20 (twenty) acres of Hyde Park logged and also completely cleared making ready for developement. We also had a small portion of the property adjoining the Cedar Hills Plat No. 9 logged but not cleared as yet, although the arrangements were made several months ago to have this part cleared. That particular piece of property was logged to protect home owners whose property joined Hyde Park. We also have a logger waiting to move in and start logging. This delay has been brought about by other business interests and, we have not had the time to devote to this part of the logging operations necessary to clear the remaining part of the tract for developement.

Gentlemen:

We feel very strongly about this matter of an expressway bisecting our property. We know, and many other responsible people also know that we have the cream of the property in that area. We feel that several million dollars worth of homes on the Hyde Park tract will be worth considerable more to this community than the twelve to fifteen hundred feet of road that you propose to build through Hyde Park will be. You might do well to look to the west of the Hyde Park tract, the existing Roxbury Road could easily be widened. There is also considerable vacant property to the east of Hyde Park, in fact a road was planned through the Leis-Sinclair tract and through Hyde Park as far back as I956. At that time a gentleman told us that he would get the state interested in it. And, it looks as though he did just that.

We, respectfully request that you give this matter serious consideration, and we sincerely trust that you will be able to give us the same consideration that you are giving others, including our westerly nieghbors.

Respectfully yours,

A B Webb

A. B. Webb

Isabelle Webb

Isabelle Webb

cc: Washington County Court
Court House
Hillsboro, Oregon

Mel Hansen
Mel Hansen Real Estate Office
I0005 S. W. Canyon Road
Portland, Oregon

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OFFICE OF
STATE ENGINEER

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JUN - 2 1960

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SU-4666 (4)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1960

NOTED
W. C. WILLIAMS

SUBJECT: Requests from residents at Beaverton regarding location of highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached are rough drafts of replies to six letters protesting the proposed route of the Sunset Highway-Baldock Freeway connection. Also attached is a mosaic showing the proposed alignment and the properties concerned.

As you indicated in your letter, the people are concerned not with the general routing of the highway, but only with the fact that their properties will be disturbed. All would appear to be happy if the road was moved off their property and onto the neighbors'.

Each request has been evaluated to determine if some locating error has been made. It appears that the line is where it belongs, both from the standpoint of economics and service. The following is a resume' of the letters received to date:

The letter from Frederick A. Anderson, Attorney at Law, concerns an area at Tigard near the intersection of Paffle Road with the Beaverton-Tualatin Highway. These people were in attendance at the informational hearing in Tigard and voiced the same three objections outlined in the petition submitted. It is the opinion of our locaters that any line through the Tigard area would meet with the same type of opposition.

Three alternate routes were tried through the Tigard area, all of which crossed 99W westerly of the proposed crossing. Two sketch maps showing the alternate routes are enclosed.

The most westerly route was abandoned for the reasons that it disturbed more built-up properties than the proposed route and, further, that it was too far west to serve the areas being developed at the present time.

The other two alternates were abandoned in favor of the proposed route mainly because of the right of way damage. Much more property that is presently developed would be disturbed by either of these alternates than by the proposed route.

The letter from Robert W. Blakely, Ph.D., a property owner in the vicinity of the Vista Hills development, indicates

NOTED
FORREST COOPER

that he is about to start construction of a house. His chief concern is whether there is a chance of the line being moved easterly. At the present time, his property is not affected. However, a move easterly would probably require the purchase of right of way from him. No change of the line in this area is anticipated.

Another letter, from King, Miller, Anderson and Yerke, Attorneys, representing residents in the Vista Hills Subdivision, requests that no direct access be provided to Vista Hills and that the new facility be located as far as feasible from the development. No direct access is planned, thereby satisfying one request. In connection with the second request, they suggest a move westerly of 300 feet. This has been investigated and is not feasible due to the fact that lands westerly of the line are presently being developed. The line, as it is now located, disturbs neither the Vista Hills Subdivision nor the new development.

A letter from Mr. and Mrs. A. B. Webb, owners of the Hyde Park Subdivision, requests that a line change be made so as to minimize damage to their property. The located line cuts diagonally across the subdivision which they feel seriously damages their entire holdings. This may or may not be true, but to skirt around the subdivision would introduce excess curvature in the alignment. Hyde Park, at the present time, is undeveloped while the properties around it are either built up or presently being developed.

Mr. Morelock has made a field inspection of this area and feels that any change significant enough to miss the Hyde Park Subdivision would introduce objectionable curvature in the line. It would also create right of way problems with property already developed and/or property presently being developed.

Mr. Donald W. Hirschberger has written a letter requesting that we move our line westerly so as to take his house. His property is westerly of and adjacent to the Vista Hills Subdivision.

Mr. Hirschberger feels that the property we will take from the back of his pastures will damage the remainder in the amount of a total taking. This does not appear to be true; however, in looking at the aerial photographs, it does appear that he will lose some pasture land.

Mr. Jerome S. Bischoff wrote reiterating a request made to Mr. Williams that a revision of our line be attempted between Scholls Ferry Road and Greenburg Road to allow more room between the highway and the railroad to permit future development. A slight line revision has been made in this area.

The objections set forth in the letters are well-founded from a property owner's personal view point. However, considering the overall project, it would appear that moving the line would create new right of way problems possibly more serious than the ones along this line. In some instances, objectionable alignment would be necessary to eliminate the problem.

Tom Edwards
Construction Engineer

ESH:jw

Encl.

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FOR
Sub-Mtg (4)

3345 S. W. 108th. Street
Beaverton, Oregon
May 26, 1960

NOTED
W. C. WILLIAMS

Honourable Joseph A. Jarose
Judge, Washington County
Hillsboro, Oregon

Honourable Clayton Nyberg
Commissioner, Washington County
Hillsboro, Oregon

Honourable Barbara Wilcox
Commissioner, Washington County
Hillsboro, Oregon

Re: N-S Expressway
Hyde Park

Gentleman and Madam:

In regards to the proposed North-South Expressway, now tentatively planned to bisect the Hyde Park sub-division: You have a copy of my letter to the State Highway Department, under date of April 20, 1960. After carefully reading this letter you should have a very good concept of the entire Hyde Park situation. You will please note - that construction of the proposed North-South Expressway as now planned will result in the complete destruction of the Hyde Park tract, for use as a fine residential developement. Also the location of this extremely valuable property is in the very heart of the huge Cedar Hills, Leis-Sinclair, Vista Hills, Commonwealth developements making this tract one of the most highly desirable of any property in the immediate area. This tract is one of the few, if not the only tract of this kind that is still available for development in this highly exclusive residential district.

Since many have expressed the opinion that the North-South Expressway is primarily intended to accommodate the huge Commonwealth developement, we suggested two possible routes in the vicinity of Hyde Park, one would be through the undeveloped Leis-Sinclair tract, the other by widening the existing new Roxbury Road that traverses the John Lane-Chas. Taft (Commonwealth) tract. In either case the adjoining property would not be depreciated as it would in the case of the Hyde Park tract. Also, there would not be the depreciation of property values in the fabulous Vista Hills area, that will be brought about if this North -South Expressway bisects the Hyde Park tract as now proposed.

This proposed North-South Expressway has created many problems in the Beaverton area, where land values are extremely high. This is only one of the many costly estates that will get the ax. The old John Barry pioneer homestead was purchased recently by Mr. W. R. Nichols the cost in excess of $125,000. In fact we have been informed that the actual purchase price of this 12 (twelve) acre tract was $160,000. This tract is the proposed site of a huge new shopping center. The proposed North-South Expressway would bisect this property lengthwise and, here again as in the case of Hyde Park this tremendously valuable property will be made useless for development purposes, and again as in the case of Hyde Park this tremendously valuable property will be removed from the tax rolls of Washington County. We believe that Washington County should be very diligent in their efforts to keep this fine property on the tax rolls.

Yours truly,

The C. E. Mason grade school, located on S. W. Center Street if not in the direct path of the proposed North-South Expressway - then the nearness of this highway to the school may create a very grave problem. The protection of the children will be first in the minds of everyone, and should this expressway be built as proposed in close proximity to the grade school, (although every known safety device may be employed to safeguard the children in the vicinity of the school) it would take very little agitation on the part of a few worried mothers, for the powers that be, to decide that a new school would be needed, the next step would be to float about a million dollar bond issue, and ask the voters to approve it. Since we already have the highest taxes in the history of the county, yes in the history of the country, lets not be a party to that. Lets not saddle the tax-payers of Washington County with another million dollar bond issue, it might be the last straw that would break the tax-payers back.

Because there are many fine properties between S. W. Canyon Road and the Hyde Park tract, that would not benefit by the use of Roxbury Road, we are not stressing this as the most beneficial route for the immediate Beaverton area. We have suggested the use of the Roxbury Road only as a means of relief for the Hyde Park situation. However, if the proposed North-South Expressway crosses Walker Road in the vicinity of Hyde Park, then, we are most emphatic in our suggestion of the use of the Roxbury Road, instead of the route now tentatively planned to bisect Hyde Park.

We do, however, feel very strongly that the proposed North-South Expressway should follow one of the already surveyed routes to the west of Beaverton, We, feel that this road should be more centrally located to give the residents of Forest Grove, Cornelius, Reedville and Hillsboro the opportunity to benefit by the use of this road, without having to drive into and through Beaverton in order to have access to it. Since long range planning is the order of the day, and highways are being built for use twenty to fifty years from now, then, lets not overlook the fact that it will be built up solid between Beaverton and Forest Grove when that time rolls around. Lets not sell our sister cities short, lets go half way with them, and build this proposed North-South Expressway in the vicinity of Aloha or Reedville. For the sake of economy, land values should be taken into consideration in the Aloha and Reedville areas. The Marlow Village interchange could be utilized. We understand that the State Highway Department had a surveyed route to the west of Beaverton, completely planned and ready to build, and then, somebody, stuck their finger in the " HYDE PARK PIE." (The information in Technical Report No. 55-5 State Highway Department I955. should be of interest)

We plan to build more than a hundred fine homes in Hyde Park, homes that will be an asset to Washington County, not a liability. Since, the Washington County Court has the final decision to make in respect to the approval of the designated route of the proposed North-South Expressway, we make this appeal to each and every member of the court, that you give this matter your profoundest thought and attention, and, we trust, that you will not be instrumental in tearing up the roots of these fine homes of tomorrow, before the foundation stones can be laid.

Re: N-S Expressway
Hyde Park

In addition to Hyde Park, there are also many fine properties and estates in the Beaverton area between S. W. Canyon Road and Hyde Park that should be given serious attention by the Washington County Court.

In conclusion:

We strongly protest the bisecting, or if you please, the butchering of our Hyde Park property.

Therefore: We respectfully request that the Washington County Court, withold or withdraw their approval of the construction of that certain section of the proposed North-South Expressway designated to bisect or traverse diagonally through the Hyde Park sub-division.

Respectfully yours,

A B Webb

A. B. Webb

Isabelle Webb

Isabelle Webb

cc: Mr. W. C. Williams
Chief Engineer
State Highway Department
Salem, Oregon

Mr. W. R. Nichols
15950 S. W. Twin Fir Road
Oswego, Oregon

Mr. Don Roberts
The Argus
Hillsboro, Oregon

Mr. A. C. Allen
Attorney at Law
Swetland Building
Portland, Oregon

RECEIVED

RECEIVED
APR 29 1960
FOR FILING
SU-466(4)
6650

Cross Referenced To:
Adm
Petitions
Washington

April 28, 1960

Mr. R. E. Rosenlund
11375 S. W. Walker Road
Portland 25, Oregon

Dear Mr. Rosenlund:

This will acknowledge and thank you for the letter dated April 23 signed by several residents of the Lynnridge District of Cedar Hills.

I will see that this letter is properly noted in the record and assume that you will notify the other signers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams
Mr. Floyd Quary

RECEIVED TO C&D Dept
By State Highway Engineer

April 23, 1960

RECEIVED

Mr. W. C. Williams
Highway Department
Salem, Oregon

Dear Mr. Williams:

The undersigned are individual property owners in the Lynnridge district of Cedar Hills. The Lynnridge district is the only district in the entire Portland area which has been subdivided on the basis of 2 acre to 5 acre properties. As you know all national planning authorities recommend this type of semi-rural subdivisions to be most desirable, when interspersed in the general suburban growth pattern.

We approve of your present proposed routing of the Baldock extension north of Walker Rd. because it causes the least amount of damage to Lynnridge and adjoining areas.

We realize there are many problems involved in building a highway of this type through a suburban area, however we believe that your depatrment has done an excellent job of placing this route north of Walker Rd.

Sincerely,

NAME	ADDRESS	LYNNRIDGE PLOT #
W. E. Rosenlund	11375 S.W. Walker Rd. Portland 25, Or.	18
[illegible]	11416 S.W. Lynnridge " "	23 & 22
Wm. C. Unger	2420 SW Mayfield Port 25 Ore	
Geo. Bauer	2150 SW Mayfield, Port 25 Ore	
D. G. MacGregor	2280 S.W. Mayfield Portland 25 Ore	
L. M. Rasmussen	2095 S.W. Mayfield Portland 25	
H. T. Mumsey	11600 S.W. Lynnridge Rd Portland 25	

NAME	ADDRESS	LYNNRIDGE PLOT #
Ewald G. Eitzen	11335 SW Lynridge	Portland 25
R.J. Herrington	2745 S.W. Roxbury St.	Portland 25
Cleveland Coony	2745 SW Roxbury St	Portland 25
Jerrold W. Newman	11500 Lynridge	Portland, 25
L.D. Martin-Slabaugh	2070 SW Mayfield,	Portland 25
M. D. Smith. M.D.	2670 S.W. Mayfield	Portland 25

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[illegible]
ON

RECEIVED
APR 20 1960
FOR FILING

SH 1166 (4)

6650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1960

To: Mr. Tom Edwards
Construction Engineer
O F F I C E

SUBJECT: Disposition of
Beaverton-Tualatin Highway No. 141
Washington County

The matter of Washington County taking over the Beaverton-Tualatin Highway if and when a new expressway is constructed between the Cedar Hills Interchange and the Bonita Road Interchange has been discussed with the Washington County Court. The Court flatly refused to take over any part of the old highway; however, they indicated that they would be willing to relinquish $350,000 of their FAS funds for use by the State on the new expressway. I have now received a letter from the Court confirming this. A copy of the letter is attached. This $350,000 is total funds and would be $210,000 of Federal funds which would have to be matched with $140,000 of State funds.

Their letter stipulates that these funds be used for purchase of right-of-way; however, I believe the Court would consent to use of these funds for construction if it would be more advantageous to the State.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: G. S. Paxson

RECEIVED
APR 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Barbara A. Wilcox
Commissioner

JUDGE JOE A. JAROSS

CLAYTON NYBERG
Commissioner

WASHINGTON COUNTY

COUNTY COURT

HILLSBORO, OREGON

April 13, 1960

Mr. Clarence G. Swenson
Oregon State Highway Department
Room 402
Salem, Oregon

Dear Mr. Swenson:

At our meeting with you on Friday, April 8, we discussed the proposal that Washington County turn over $350,000.00 of its present FAS funds for the purchase of right-of-way on the North-South Road from the Baldock freeway to Sunset Highway.

This letter is to inform you that the Court has so agreed. If you request some other form of authorization from us, please notify us immediately.

Sincerely yours,

WASHINGTON COUNTY COURT

_____, Judge

Barbara A. Wilcox, Commissioner

_____, Commissioner

pb

RECEIVED
APR 14 1960

• OREGON STATE CENTENNIAL •

RECEIVED
Apr 1 1960
FOR FILING
SU-466 (4)
6650

JEROME S BISCHOFF
ATTORNEY AT LAW
CASCADE BUILDING
PORTLAND 4, OREGON
CApitol 3-6128

April 12, 1960

Oregon State Highway Commission
Salem
Oregon

Att: Mr. Williams

Subject: Beaverton-Tigard Proposed Express Route.

Dear Mr. Williams:

This letter is to confirm the information given to you by Mr. Ralph Coan and the writer concerning the proposed location of the above express route through our property located in

Sections 35 and 26, Township 1, South Range 1, West of the Willamette Meridian,

in the vicinity of Progress, the parcels being those formerly owned by J. M. Loomis and Loyd Robinett.

The tentative location of the route as initially laid out by your Department cuts through the heart of our property. This area was purchased by us for industrial development and is zoned by Washington County for industrial use. The eastern boundary of our tract is the zone line.

The area has been studied by the Southern Pacific for development and their basic consideration has been for construction of the main spur at approximately the point where our property intersects Scholls Ferry Road and running parallel with their

main line. The development projects numerous spurs running off this main spur to the east as required. This allows the maximum utilization of the property which has sufficient depth from the railroad for attractive industrial sites.

The net effect of your location is to reduce this depth to something in the neighborhood of 300 feet over a substantial area, making it utterly impractical to use for industrial purposes.

The line also cuts our property in half, removing a large area from the industrial use because there will no longer be access to tracks and very poor road access.

The plan also will cause substantial severance damage to the remaining property because of the reduction in size and the odd shape remaining.

We believe you can minimize this damage to us at no inconvenience to you and probably at less ultimate cost by removing the curve to the east more or less adjacent to and perhaps somewhat parallel to our easterly boundary. This might be accomplished by either of two ways: by either flattening or breaking the back of the curve.

Possibly, if the curve were moved bodily eastward off our property or substantially off our property, it would solve the problem.

We do not object to the road, but object to its location in such manner as to cause us very material damage and the State a consequent higher cost.

Very truly yours,

JEROME S. BISCHOFF

JSB:MP

RECEIVED
MAR 22 1960
FOR FILING

March 21, 1960

Dr. R. A. Bissett
Medical Dental Building
Tigard, Oregon

Dear Dr. Bissett:

Your letter addressed to Mr. Milo K. McIver concerning the location of the Beaverton-Tualatin Highway has been handed to me for reply.

I wish to advise that a great deal of study has gone into the selection of the route for this highway. The route which you suggest (coming through the golf course site and crossing 99W northerly of the General Motors Training Center) was investigated as a possible route but was rejected, not for the reason that it went through the golf course site but for the reason that it was more expensive and would have resulted in unnecessary rise and fall.

We wish to point out that this facility is not to be a freeway. It will be a 4-lane facility with entry and exit permitted at reasonable points necessary to insure development of the entire area. It appears that this fact will enhance rather than detract from the value of adjacent property since easy and expeditious access to freeways, residential areas, et cetera, will be available.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. M. K. McIver
Mr. Forrest Cooper
Mr. Tom Edwards

TH:jw as

R. A. BISSETT, M. D.
G. E. THOMPSON, M. D.
JOHN A. GLAUBKE, M. D.
MEDICAL DENTAL BUILDING
TIGARD, OREGON
MERCURY 9-1126

March 2, 1960

Mr. Milo K. McIver, Chr. State Hgwy. Com.
Commerce Investment Co.,
Commerce Building,
Portland Oregon.

Dear Mr. McIver:

I am writing to you concerning the new North-South highway contemplated through this area.

On Feb. 29, 1960, I and my son, Dr. Robert Bissett, who is a partner in the firm of Bissett and Bissett, Property Investments; had a conference with Mr. A. E. Johnson, State Highway Div. Eng. and two of his assistants. These gentlemen were quite courteous and attempted to give us an understanding as to where they intended to put the new highway. It would go smack through the middle of a seven hundred foot of highway which we possess which faces the present Pacific Highway. On this piece alone are three dwellings and one building. Out of this building alone are employed approximately twenty five people. I pointed out to these men that there was a route they could take to the northeast of the General Motors Training Center, and most of the land would be vacant land. They objected to this route because it would pass through a portion of the land purchased by the city of Portland for a golf course at some future date. This golf course has been contemplated by Portland for a good many years, but seems no further towards its construction that when it was first dreamed up.

It does not seem logical to me that property which is employing people, paying taxes, etc., and contributing to the betterment of the community and county should be sacrificed for a highly speculative venture which would depreciate rather than appreciate the tax roll of Washington County, especially when it would belong to a governing body not in this county.

We think the least that could be done would be to run a survey of the route proposed by us to see what the problems would be thereby.

Yours very respectfully,

R A Bissett

R. A. Bissett, M. D.

RAB:rb
cc: Gov. Mark Hatfield
Clayton Nyberg, Cty. Com.
Tigard Chamber of Commerce.
William Heppner

RECEIVED
MAR 13 1960
FOR FILING

March 18, 1960

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

On March 3, you forwarded letters from Mr. M. J. Rosenfeld of the Expressway Development Company and Mr. H. M. Clark, Jr., Vice President of the Holman Transfer Company, objecting to the selected location of the Beaverton-Tualatin Highway. We have received other letters, the latest over the signature of Dr. R. A. Bissett, of which you received a copy.

A serious need exists for improving the existing Beaverton-Tualatin Highway. This is now a narrow, circuitous, two-lane facility of insufficient capacity. Traffic projections indicate need for a four-lane facility of modern standards.

The location of a modern highway through a suburban area such as exists in the Beaverton-Tigard vicinity is a difficult maneuver. Much of the property is broken into small tracts, with potential use as commercial, industrial, or residential. Farming is largely nonexistent. There are few open tracts of any substantial size where improvements have not been made or are contemplated. The ordinary engineering considerations, such as topography and traffic, can be virtually lost in a multitude of other factors which bear little relation to highway location per se.

In attempting to determine an acceptable location between the Sunset Highway and the Baldock Freeway, we have worked to a considerable degree from a mosaic made by aerial photography on which is shown existing culture. We are attaching a copy of this mosaic for your information. We have superimposed on this map other data principally concerned with industrial areas. Starting with this as a base, we attempted to project a line that would provide for heavy arterial traffic which now exists in the area or will be generated by development. Various alternates have been considered.

We have had numerous requests to move the line here or there so that it would be located off some certain property, but, generally speaking, we have run into increased costs, proximity of schools, disruption of homes, or other considerations.

It is my opinion that the road is badly needed and that it should be built to reasonable arterial standards to provide an intertie between the Sunset Highway and the Baldock Freeway and to adequately serve an important, growing area of the state. I believe that the construction of the road will not retard but will greatly enhance the development of the area. Residential and industrial properties need adequate highway facilities and it is to this end that we have worked out the compromise line shown on the mosaic.

I am also attaching a suggested draft of a letter that could be sent to people who have written to you regarding this matter.

If you wish any additional information, I shall be glad to furnish it.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

TE:jw FC:fn me
Enclosures

cc Mr. W. C. Williams
Mr. Tom Edwards

SUGGESTED REPLY

Mr. H. M. Clark, Jr.
Vice President
Holman Transfer Company
48 S. E. Hawthorne
Portland 14, Oregon

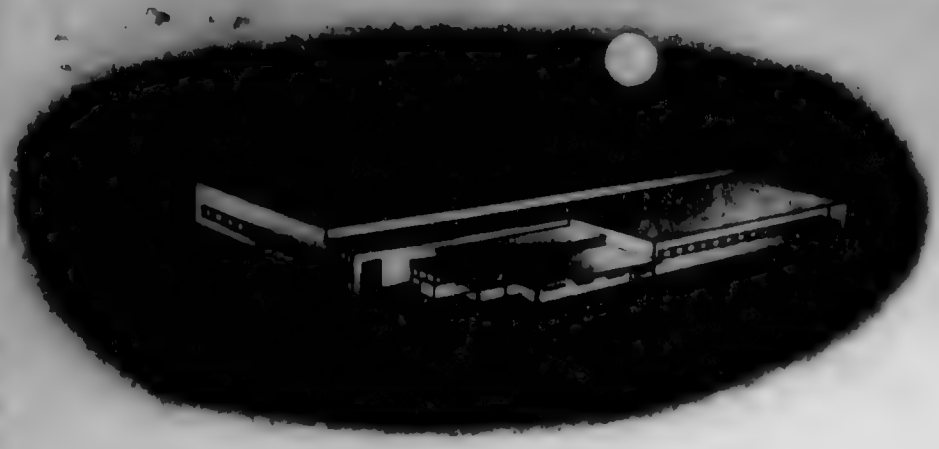
Mr. M. J. Rosenfeld
Expressway Development Company
3441 N. W. Guam Street
Portland 10, Oregon

In response to your letter, I have investigated the Highway Department's route studies of the proposed connection between the Sunset Highway and the Baldock Freeway in the Beaverton-Tigard area.

I have a report from the State Highway Engineer, in which he has delineated the problems involved in this location and the methods used by the Highway Commission in an endeavor to select a route to adequately serve the area with a minimum of disruption to industrial property, residential property, schools, et cetera. It has long been evident that the existing roads in the area are entirely inadequate to handle the existing and potential traffic loads and that an arterial-type facility is needed to promote the use and development of the land in this rapidly growing section of the state.

The road that is being planned by the Highway Department would be a four-lane facility but would not be a freeway design. It would be constructed as an expressway, which means that access at grade would be provided at reasonable intervals to allow for ingress and egress to and from adjacent areas. In order to provide this facility, it will, of

course, be necessary to acquire right of way, and I realize that this always causes some immediate disruption. The Highway Commission is required to compensate property owners for property taken and for damage to the remainder. I am sure that property owners will be justly treated. An adequate highway facility, even though it does require land areas for right of way, should enhance the property values in the entire area by providing an arterial for the free flow of traffic, which is necessary for both industrial and residential use. I am sure that when the new roadway is complete we will find that, rather than being a detriment to the area, it will prove to be a distinct benefit.



CALBAG

"Everything in Steel"

CA 6-3441

STEEL WAREHOUSE CO.

3441 N. W. GUAM STREET
PORTLAND 10, OREGON

FEBRUARY 29, 1960

THE HONORABLE MARK HATFIELD
GOVERNOR OF OREGON
SALEM, OREGON

DEAR SIR:

REFERENCE IS MADE TO THE PROPOSED ROUTE OF JOINING THE SUNSET HIGHWAY WITH THE SALEM FREEWAY AT THE BONITA ROAD OVERPASS. WE WISH TO ADVISE THAT THIS ROUTE WOULD NOT ONLY BISECT THE EIGHT ACRES WE OWN ALONG THE S. P. TRACKS AND RED ROCK ROAD, BUT WOULD ISOLATE THE EIGHTEEN ACRES WE OWN DIRECTLY EAST OF RED ROCK ROAD. OUR PLANS ARE TO DEVELOP AN INDUSTRIAL PARK IN THIS AREA, BUT THE STATE'S PROPOSED ROUTE WOULD PREVENT ANY OF THIS PROPERTY'S BEING SERVED WITH TRACKAGE.

WE BELIEVE THE HIGHWAY COMMISSION CAN REROUTE THIS HIGHWAY, SAVING THE HUNDREDS OF ACRES THAT COULD BE SERVED BY TRACKAGE FOR FURTHER DEVELOPMENT.

VERY TRULY YOURS,

EXPRESSWAY DEVELOPMENT CO.

M. J. ROSENFELD

MJR:CB

H. M. CLARK, JR. H. M. CLARK, SR. L. P. CLARK

HOLMAN TRANSFER COMPANY

48 S. E. HAWTHORNE PORTLAND 14, OREGON BElmont 6-2161

February 25, 1960

Hon. Mark Hatfield
Governor of Oregon
Salem, Oregon

Dear Sir:

Re: Possible Rerouting of Connector Road to
Save Industrial Land for Such Usage.

It has come to our attention that the State Highway Department is proposing a connector road, joining the Salem Freeway to the Sunset Highway. This connecting link would take off from the Bonita Overpass and parallel the Southern Pacific Railroad trackage through present and proposed industrial land before joining the Sunset Highway.

Inasmuch as we own 17 acres of this land, which was purchased for industrial purposes a number of years ago, we bring to your attention the possibility of rerouting this connector road in a manner to avoid destroying the value of this industrial land, which lies so close to Portland.

An alternate route has been proposed, which lies parallel to the freeway, on the west side, running to the gully and swinging westward. We feel this alternate route has definite possibilities and will avoid the industrial land, leaving it for its best usage.

We would appreciate your calling this to the attention of the proper authorities.

Respectfully yours,

HOLMAN TRANSFER COMPANY

H. M. Clark, Jr.
Vice President

HMCJr/pr

RECEIVED
APR 1960
FOR FILING

SH-4666(4)

6650

April 12, 1960

NOTED
W. C. WILLIAMS

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

The Honorable W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

I read in the paper today of your proposed plan for connecting the Baldock Freeway with Sunset Highway at Cedar Hills. Apparently, this will relieve the proposed Portland West Side freeway, Clay-Market or FootHill, of considerable traffic.

I hope that before you decide finally on one or the other, that you consider fully the possibilities of development of West Burnside Street to 23rd Avenue into a major artery. I have in mind Market Street in San Francisco.

Please do not bother to reply. I know you will give my suggestion whatever attention it deserves. Thank you.

Yours very truly,

N. J. Barbare
1717 SW Park Avenue
Portland 1, Oregon

BOARD OF DIRECTORS
CURTIS TIGARD, CHAIRMAN
ROY A. KENT
JOHN J. BUSHNELL
BRUCE V. EWEN
WILLIAM S. WEBBER

RECEIVED
APR 8 1960
FOR FILING

SU-466 (4)
6650

TIGARD PUBLIC SCHOOLS

DISTRICT NO. 23 WASHINGTON COUNTY
TIGARD, OREGON

GEO. BULLION, SUPERINTENDENT
ELMA ADAMS, CLERK

April 8, 1960.

Dr. Rex Putnam
Supt. of Public Instruction
State Library Bldg.
Salem, Oregon

Dear Sir:

Our board is concerned about the proposed state highway connecting the Baldock Freeway and the Sunset Highway. The proposed route cuts through the property of our Phil Lewis Elementary School. As the site contains the minimum acreage for a school of this size, and the proposed highway will be heavily traveled, the board wishes your opinion on how this might effect the standard rating of the school.

If possible, the board would like to have you check the proposed route with the highway department, and write the board a letter regarding your opinion. A hearing is to be held in Beaverton, April 12,1960, at 2:00 P.M.

Yours truly,

George Bullion, Supt.

copy to Edwards

cc-State Hwy Dept.
cc-Wash.Co.School Supt.

NOTED
[illegible]

RECEIVED
APR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 11 1960
FOR FILING
Su-4L6 (4)
6650

Cross Referenced To:
Gdm
Petitions
Dash. Cor

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 10th, 1960

SUBJECT:

1185

To: W. C. Williams
State Highway Engineer
Salem, Oregon

Reference is made to your letter of February 29, 1960 to the Honorable Earl E. Fisher, Mayor of Beaverton, concerning offers of right of way through the Pesenti, Angelos and Biggi properties for developing a connecting road between the Baldock Higaway and the Sunset Highway.

Mayor Fisher was contacted by myself and Mr. Benedict on March 7th, and determined that the Mayor's interest lies in extending Hall Street, which is now a part of Highway 217 or the Beaverton-Tualatin Highway, northerly beyond the Tualatin Valley Highway to connect to Cedar Street somewhere between the Tualatin Valley Highway and the Sunset Highway.

We explained to Mayor Fisher that we were thinking in terms of a four lane highway, which, on his proposed route, would be somewhat prohibitive due to right of way costs. We also explained that we were in the process at the present time of selecting a route for this proposed roadway, and pointed out that tentative plans called for it's location being a bit easterly of Beaverton.

A. E. JOHNSON
Division Engineer

AEJ:w
cc: Forrest Cooper
Tom Edwards

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 29 1960
FOR FILING

SU-466 (4)

February 29, 1960

1568

Hon. Earl E. Fisher
Mayor of the City of Beaverton
City Hall
Beaverton, Oregon

Dear Sir:

I acknowledge, with thanks, your letter of February 17 concerning offers of right of way 60 feet in width through the Pesenti, Angelos, and Biggi properties.

This survey is progressing rapidly to a point where final selection of routing can be made. Many things are involved. First, this is to be a four-lane highway, and, in all probability, a right of way of 120 to 150 feet in width will be required for its construction. The routing must be chosen with proper consideration to the necessity of future traffic interchanges and future development of industrial areas.

We will have one of our people who are cognisant of the problems involved call on you in the very near future.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson

Mr. Johnson: Please contact the Mayor.

MEW

FOREST GROVE

EARL E. FISHER
MAYOR
BOX 427

COUNCILMEN
W. CAMERON
GERALD V. DOERRIE
EARL R. ENGER
H. C. MILLER

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

City Hall — MI 4-2191

CITY OF BEAVERTON
INCORPORATED
FEB. 10,
1893
OREGON

DEPARTMENT HEADS
ROBERT D. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
LEAF & ROSS
ATTORNEYS
A. V. OLSON
FIRE CHIEF
V. DIMLER
SANITATION

BEAVERTON, OREGON

February 17, 1960

REFERRED TO
Cooper
By State Highway Engineer

Oregon State Highway Department
Salem, Oregon

Gentlemen:

In regard extending Highway #217 northward from present intersection Tualatin Valley Highway this City through the population center Eastern Washington county with a direct route to Sunset Highway approximately two miles North--and help your department obtain 60ft Right of Way free of cost--we now have promises 60 ft width free Right of Way grant--contiuning Hwy. #217 northward beginning at intersection / Beaverdam Road--through Alexander Pesenti--George Angelos & Pete Mike- Rose Biggi propertys over to Center Street.

Beginning at that proposed point, thence northward to Walker Road--on way to Sunset Highway--I would be pleased to have your engineer department--furnish us with list names owners' property, that you go through with #217.

We will use our good offices in contacting said parties re procuring free 60 ft Right of Way.

Wishing you maximum success in Hwy. Construction, I am

Sincerely,

Earl E. Fisher

MAYOR

Follow. Right-of-way - plats

RECEIVED
FEB 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1960
OREGON
STATE HIGHWAY COMMISSION

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FEB 19 1960
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Cross Referenced To:
Adm
Petitions
Work Co

SH-41.1 (4)
(6.50)

1485

February 18, 1960

Mr. Paul Hirsh, President
Portland Chapter
Society of Industrial Realtors
Ritter, Lowe & Co.
122 S. W. Salmon Street
Portland, Oregon

Dear Mr. Hirsh:

Mr. M. K. McIver, Chairman of the Highway Commission, has discussed your letter of February 12 with me and asked that I answer it.

We are, at the present time, trying to work out a location between the Sunset Highway-Beaverton-Tigard and the Baldock Freeway to adequately serve the area and do the least damage to property. We are very cognizant of the industrial and residential potential of the area and we are attempting to preserve, in so far as possible, industrial sites. In the development of an area, both residential and commercial, safe and adequate highways are also an extremely important feature. It is our thinking that an adequate connecting link from the Baldock Freeway to the Sunset Freeway is a vital necessity in the development of the area.

We have been and shall continue to integrate our highway locations into the transportation pattern in such a way as to minimize damage.

Thank you for your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. M. K. McIver
Mr. Forrest Cooper

FC:fn ae

PAUL HIRSH PRES
DON MALARKEY, VICE-PRES.
E. J. LOWE, DIRECTOR

RITTER, LOWE & CO.
COMMERCIAL & INDUSTRIAL PROPERTY
PHONE CA 8-7567
122 S. W. SALMON STREET
PORTLAND, OREGON

February 12, 1960

State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. Mile McIver, Chairman

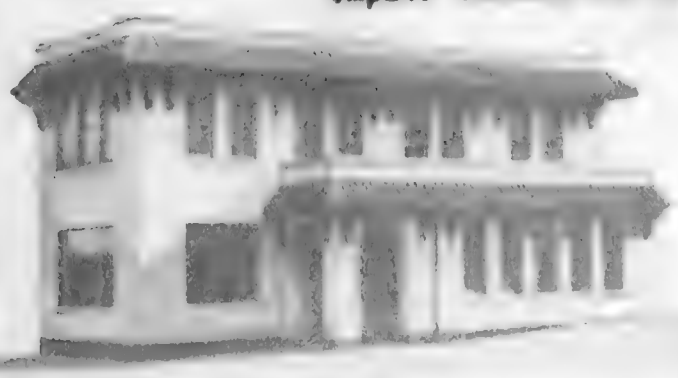
The Society of Industrial Realtors desires to go on record with respect to their position in connection with the construction of highways and freeways in relation to existing railroad trackage.

Both nationally and locally, the Society of Industrial Realtors advocates that in the immediate and long range planning of highways, that earnest consideration be given to the location of new highways with not less than a minimum of 1,000 feet between such highways and existing trackage. The modern concept of industrial development is such that industrial expansion could be greatly hampered and/or nullified under a program that would construct highways paralleling trackage where such a minimum is not observed.

We fully realize that the highway program must necessarily take into consideration the problem of terrain, grade, and many other factors that have a bearing on cost and convenience. It is also realized that there are specific instances where already established industrial parks or industrial developments would favor new highways to be located somewhat closer than 1,000 feet, however such exceptions would be infrequent.

This statement outlining the position of the Society of Industrial Realtors represents the broad viewpoint of the organization as having in mind the best interests of large cities or any communities where an industrial potential exists. We would hope that this matter may receive formal consideration at your next regular meeting and that your field organization will be instructed to give these views serious consideration in the planning and location of proposed new highways.

As a specific example of the foregoing, it is our understanding that the officially dedicated route of the by-pass highway from the Sunset Highway to the Baldock Freeway may, by reason of its location in relation to trackage in the vicinity of Beaverton and Progress, seriously impair industrial development in certain of those areas.



We list at the bottom of this letter the local membership of the Society of Industrial Realtors, which we are sure you will recognize as utilities and companies having a vital interest in attracting new industries to Oregon and serving existing industries.

Truly yours,

Paul Hirsh, President

Paul Hirsh

Portland Chapter
Society of Industrial Realtors

PH:c

Bullier & Bullier (Albert R. Bullier and Richard Lucke)
Commonwealth, Inc. (Dudley Jones)
Chester A. Moores
Norris, Beggs & Simpson (David B. Simpson and Philip V. W. Fry)
Ritter, Lowe & Co. (Paul Hirsh)
Portland General Electric Co. (Abe N. Hoss)
Southern Pacific Co. (Geo. W. Clark)
Union Pacific Railroad Co. (D. J. Callahan)

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FEB 15 1960
OREGON
STATE HIGHWAY COMMISSION

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DEC 23 1959
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Sal-4(a)
Cross Referenced To:
Adm
Petitions
Work Co.

1485

December 21, 1959

Honorable Earl E. Fisher
Mayor, City of Beaverton
City Hall
Beaverton, Oregon

Dear Sir:

Thank you for your letter of December 3 in which you suggest that we give thought to acquiring right of way for the north-south highway connection in the vicinity of Beaverton.

I have had our people look into this and find that, as of the moment, we are not in a position to determine the final route location; therefore, it is not feasible to start right-of-way acquisition at this time. Our present plans call for a reasonably high-standard expressway which could ultimately connect the Sunset Highway with the Baldock Freeway southeasterly of Tigard. We are continuing with our studies as rapidly as possible and hope to have something concrete in the not too distant future but until the necessary preliminary work is completed, it would not be practical to acquire right of way.

I appreciate your calling this matter to my attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:fn ae

PLEASE RETURN TO
FORREST COOPER

EARL E. FISHER
MAYOR
BOX 437

COUNCILMEN

W. CAMERON
GERALD V. DOERRIE
EARL R. ENGER
H. C. MILLER

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

City Hall — MI 4-2191

CITY OF BEAVERTON
INCORPORATED
FEB. 10,
1893
OREGON

DEPARTMENT HEADS

ROBERT D. MALSEY
SUPERINTENDENT
O. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
LEAF & ROSS
ATTORNEYS
A. V. OLSON
FIRE CHIEF
V. DIMLER
SANITATION

BEAVERTON, OREGON
December 3, 1959

Cooper
Highway Engineer
Nu-no; no!

Oregon State Highway Department
Salem, Oregon

Gentlemen:

In our letter of June 19, 1959 to your honorable body, we mentioned that Eastern Washington county is in deep need north-south highway connection Capital Highway (Tigard) Tualatin Valley Highway (Beaverton) with Sunset Highway (Cedar Hills)

State Highway No. 217 now completed Tigard-Beaverton via Hall Street this city--follows trend center of population--now ends at Tualatin Valley Highway.

To continue Highway No. 217 northward, we now have 3 property owners ready/give 60 Ft Right of Way through their property Free to the State Highway Dept. Beaverdam Road northward to Center Street--over ¼ mile This will eliminate 2 SP & S Railway crossings when completed--for NW auto traffic. Here the 3 sponsors;

Gene Biggi, 258 NW Cedar Street, Beaverton Oregon
Alexander Pesenti, 118 NW Beaverdam Road, Beaverton
George Angelo & Pete Mike, Box 221, Beaverton Oregon

This property is valued at $6000-$7000 per acre now.

Suggest your honorable body obtain title to this Right of Way offer soon.

With season's best greetings, I am

Sincerely,

Earl E. Fisher

MAYOR

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STATE HIGHWAY ENGINEER

PS / Contact Mr. Biggi first.
EEF.

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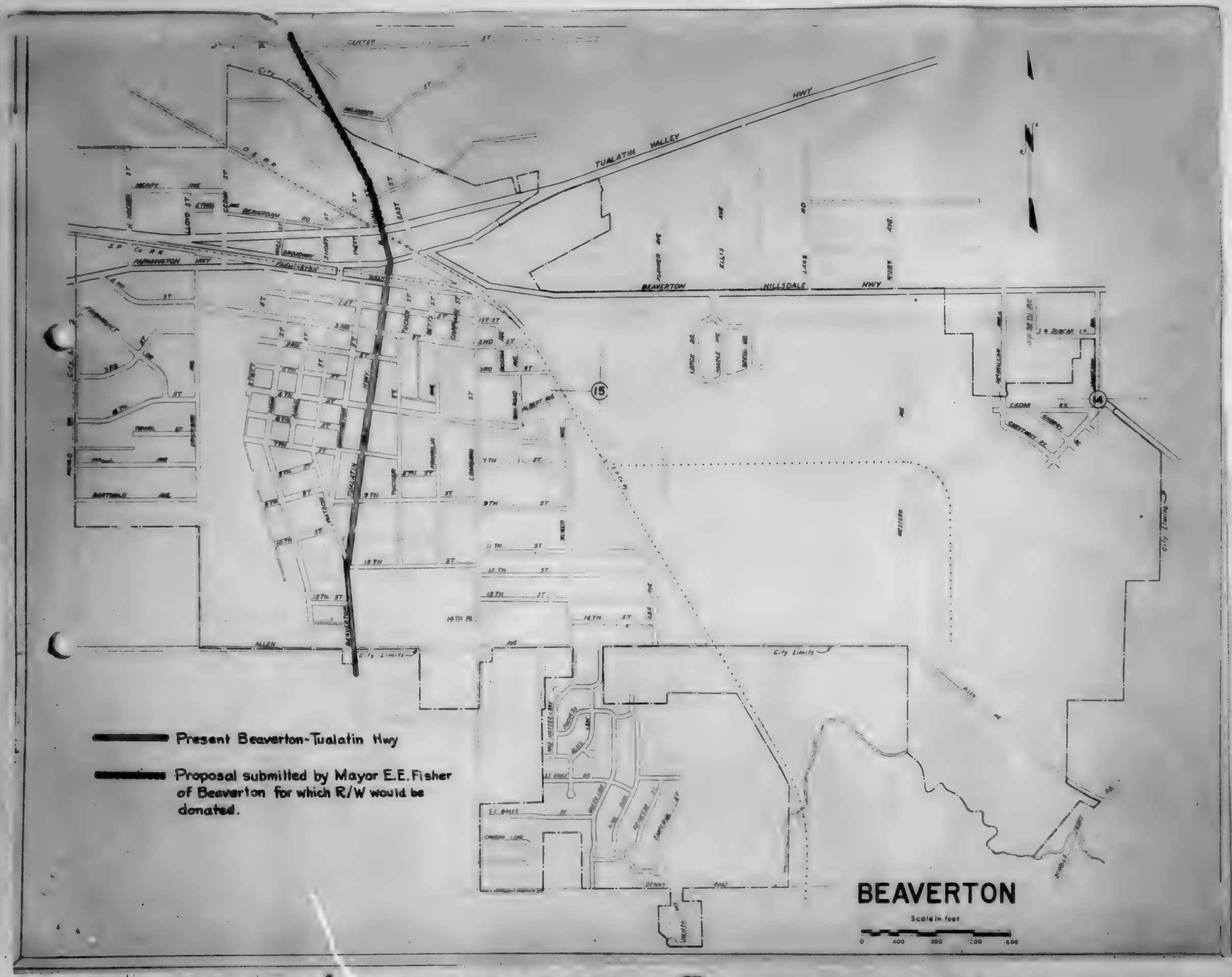
DEC 4 1959
OREGON
STATE HIGHWAY COMMISSION


CENTER ST
City Limits
HWY
TUALATIN VALLEY
O.E. R.R.
BEAVERTON HILLSDALE HWY
FARMINGTON HWY
BROADWAY
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH ST
ALLEN
HALL
HOCKEN
LLOYD ST
MAIN
WATSON
TUALATIN
HOCKEN
LOMBARD
ALBERT AVE
LARCH AVE
CREEK DR
CEDAR
CHRISTMAS DR
WESTERN
DENNY RD
City Limits
15
14
Present Beaverton-Tualatin Hwy
Proposal submitted by Mayor E.E. Fisher of Beaverton for which R/W would be donated.
BEAVERTON
Scale in feet
0 400 800 1200 1600

BEAVERTON

Scale in feet

0 400 800 1200 1600

RECEIVED
AUG 6 - 1959
FOR FILING

SU-446 (4)

6650

Cross Referenced To:
Adm
Petitions
Wash Co.

August 5, 1959

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

Enclosed herewith is a print of our reconnaissance sketch map on a possible connection between the Sunset Highway and the Baldock Freeway in the neighborhood of Beaverton and Tigard. This is reconnaissance only. It may or may not be built and the detailed location probably will vary considerably from the line shown on this map. The estimates shown on this sheet are entirely from reconnaissance and should not be taken too seriously.

I also enclose a print of a sketch showing the proposed Interstate Highway connection into Salem from a point just south of Chemawa to a connection with the city street system at "D" Street. This also is entirely reconnaissance, made without any detailed survey, and should not be considered as any definite location. While this is on the Interstate program, it will probably be one of the later jobs on the program and it will be quite a few years before any construction is done.

In view of the fact that these are so preliminary in nature it would be appreciated if they would be used for your own purposes and not released to any outside bodies.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE PROFILE

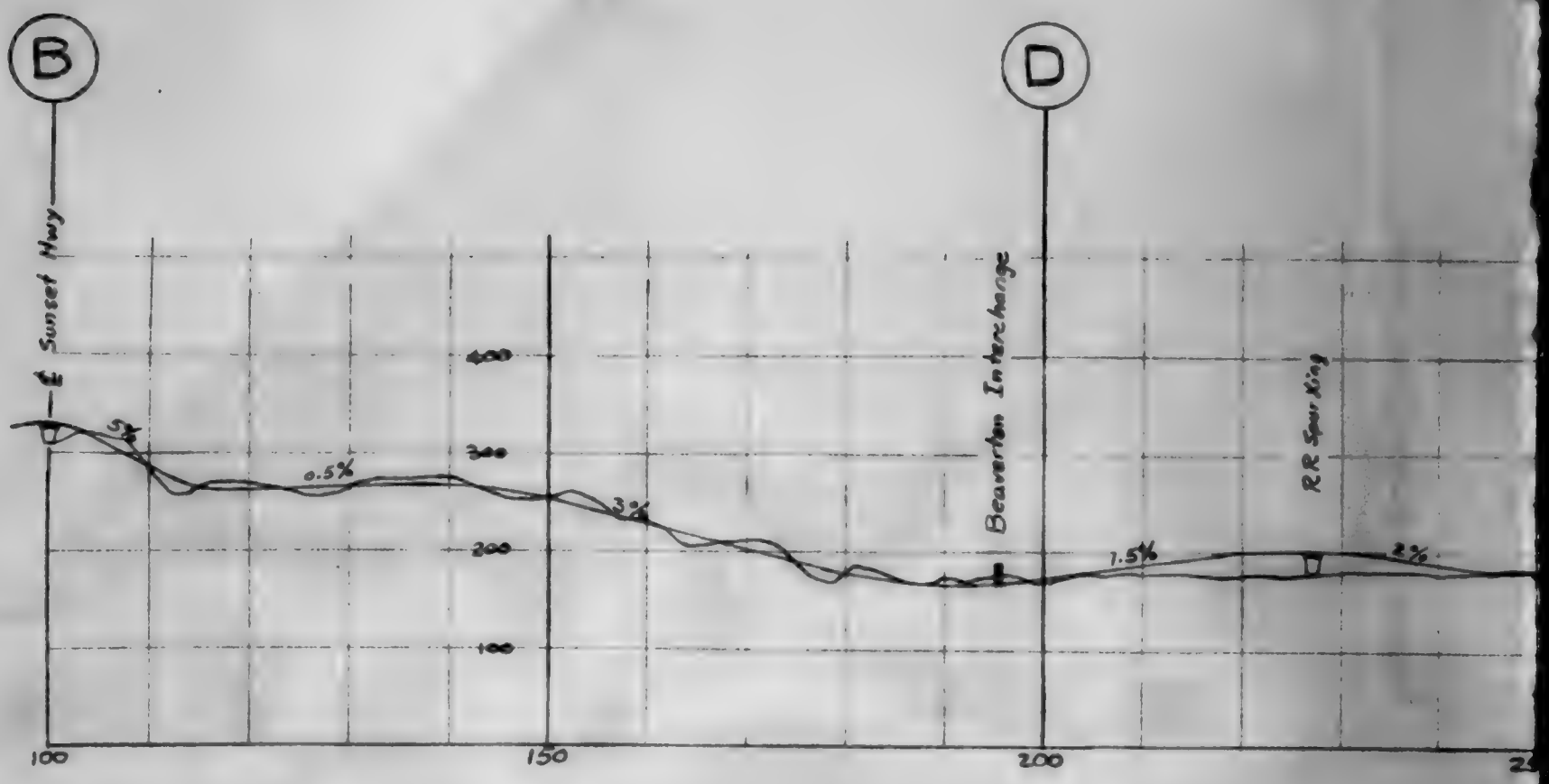
SUNSET HIGHWAY – BALDOCK FREEWAY

PROPOSED CEDAR HILLS EXPRESSWAY

WASHINGTON & CLACKAMAS COS.

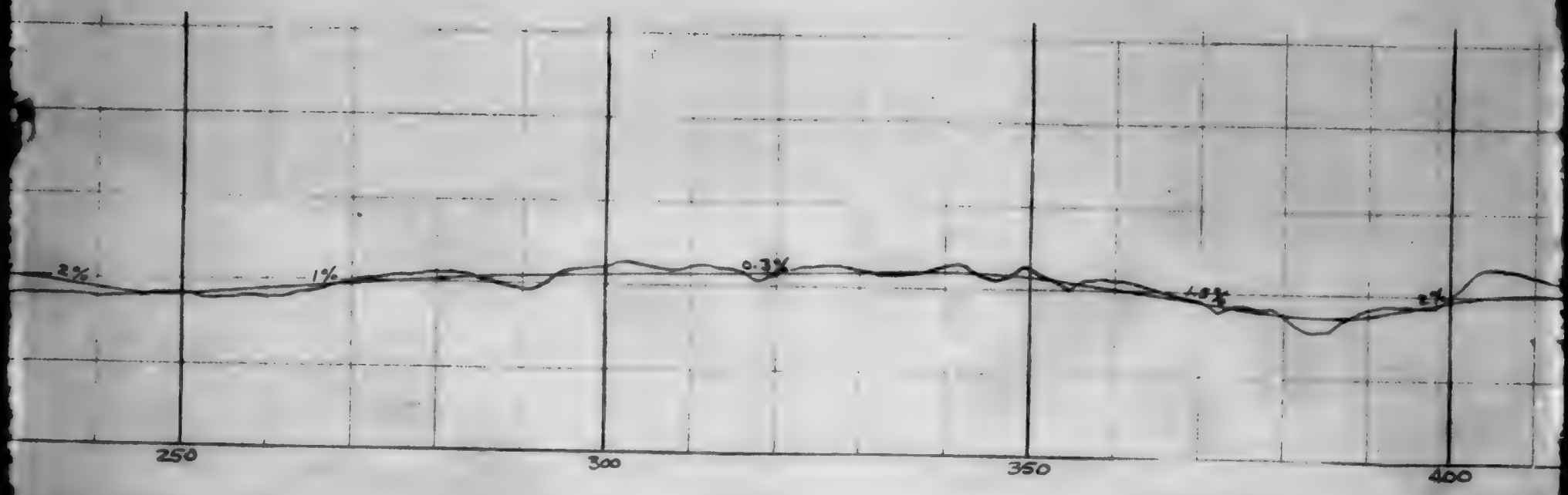
SCALE: 1" = 2000' HOR.
1" = 200' VER.

JUNE – 1959

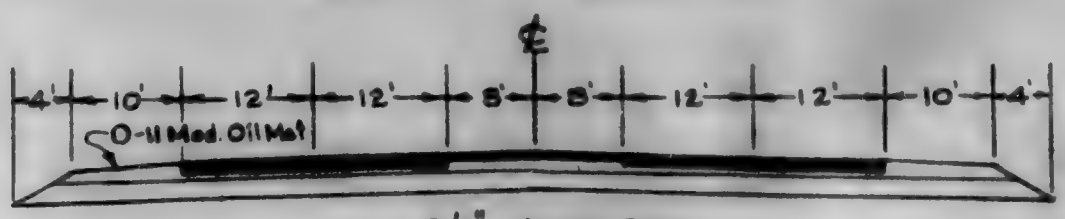


PHYSICAL CHARACTERISTICS

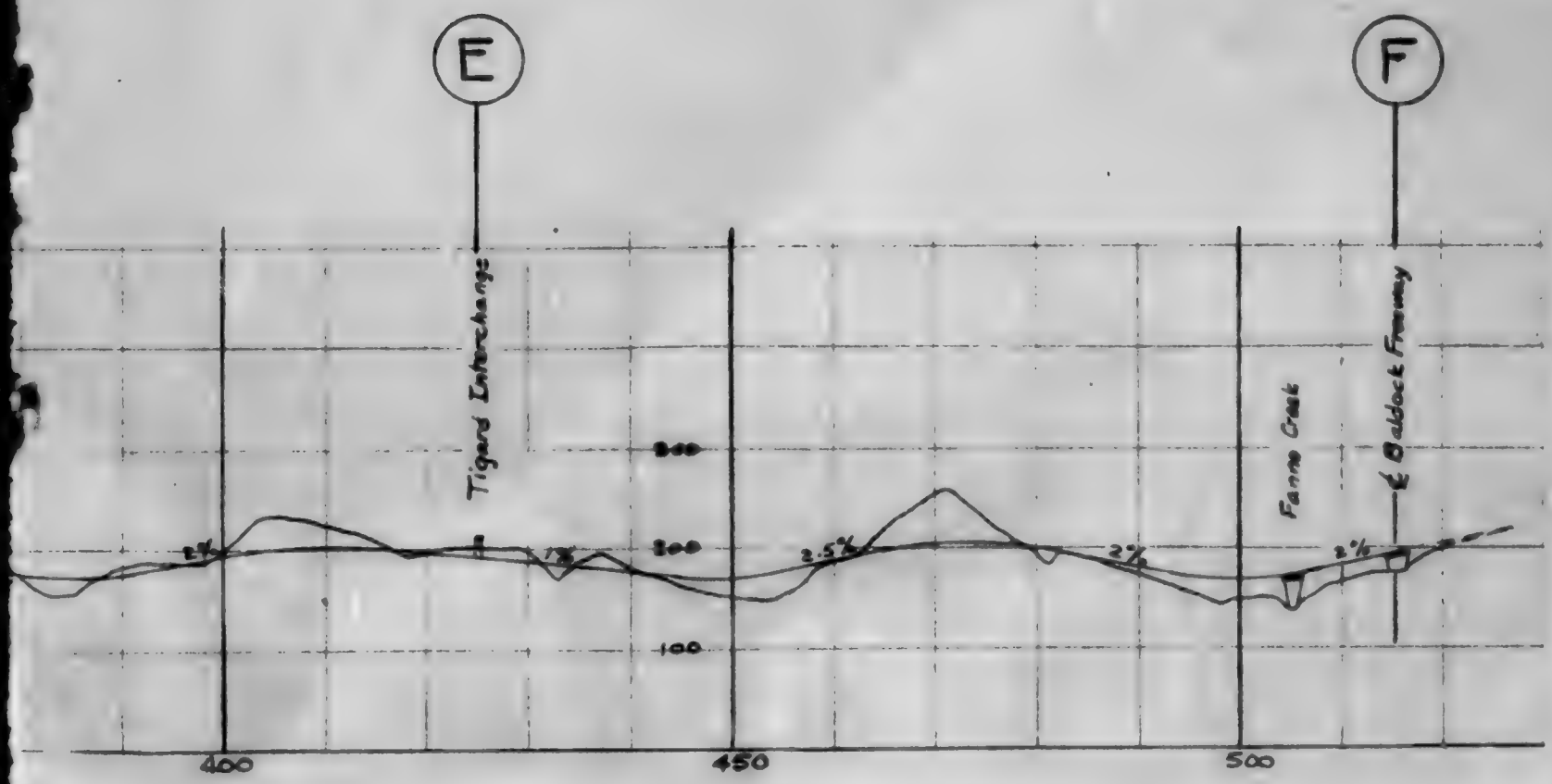
Length	7.86 Miles
Total Δ	190½° ±
Total No. Curves	5
Max. Curve	5°
No. Max. Curves	1
Max. Δ, 1 Curve	56° ±
Max. Grade	5%
Length Max. Grade	10 Sta.
Total Rise & Fall	520' ±



TYPICAL SECTION



3½" Asph. Conc.
2" Leveling Cse
10" Base Cse



R-91 A

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SKETCH MAP

SUNSET HIGHWAY - BALDOCK FREEWAY

PROPOSED CEDAR HILLS EXPRESSWAY

WASHINGTON & CLACKAMAS COUNTIES

SCALE 1" = 2000' JUNE 1959

Interchange at B
$375,000

B-D Sunset Hwy. - Beaverton 1.89 Mi.

Grading & Paving	$639,000
Structure	55,000
R/W	336,000
Est. Const. Cost	$1,030,000

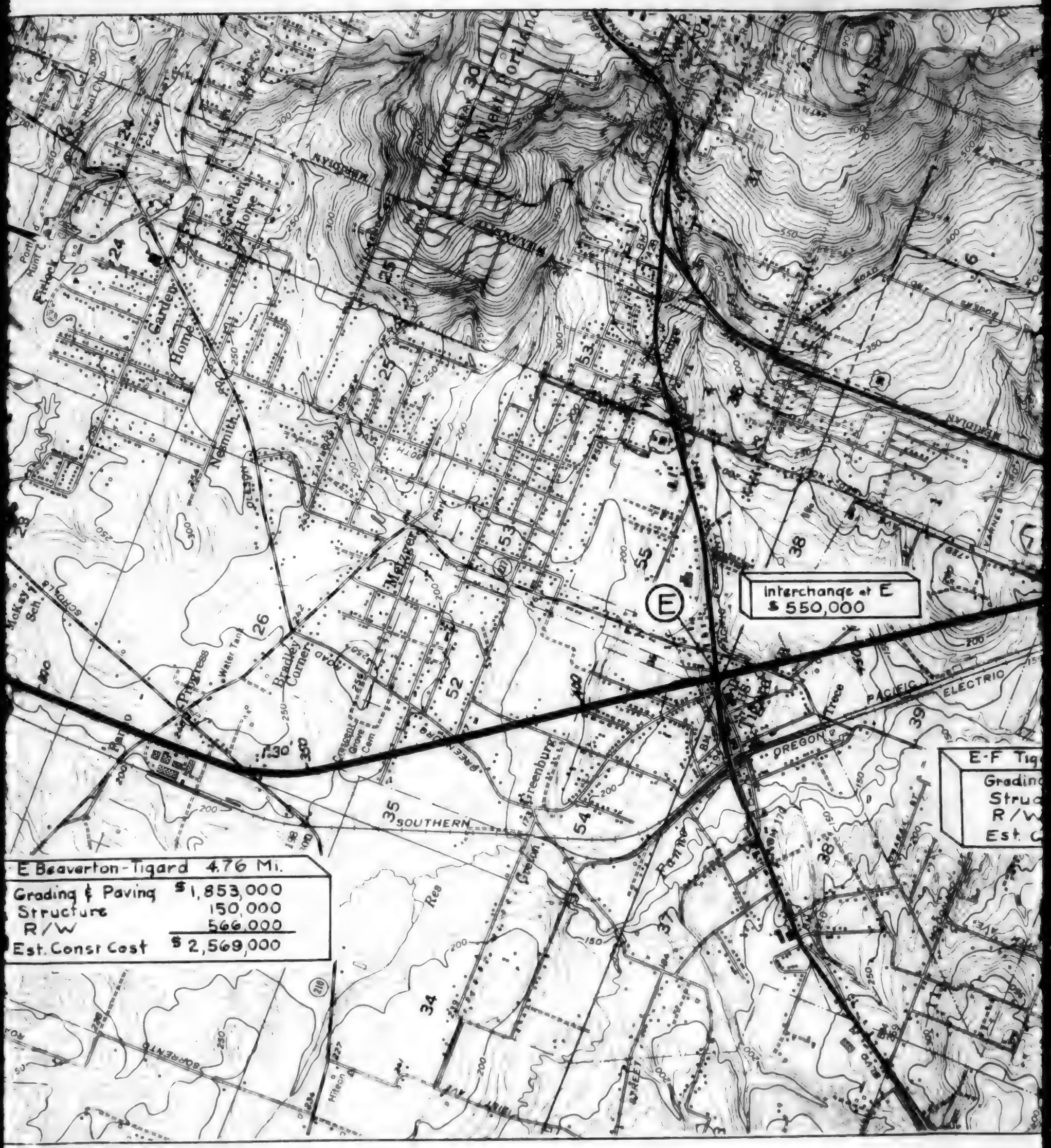
ESTIMATED TOTAL CONST. COST B TO F

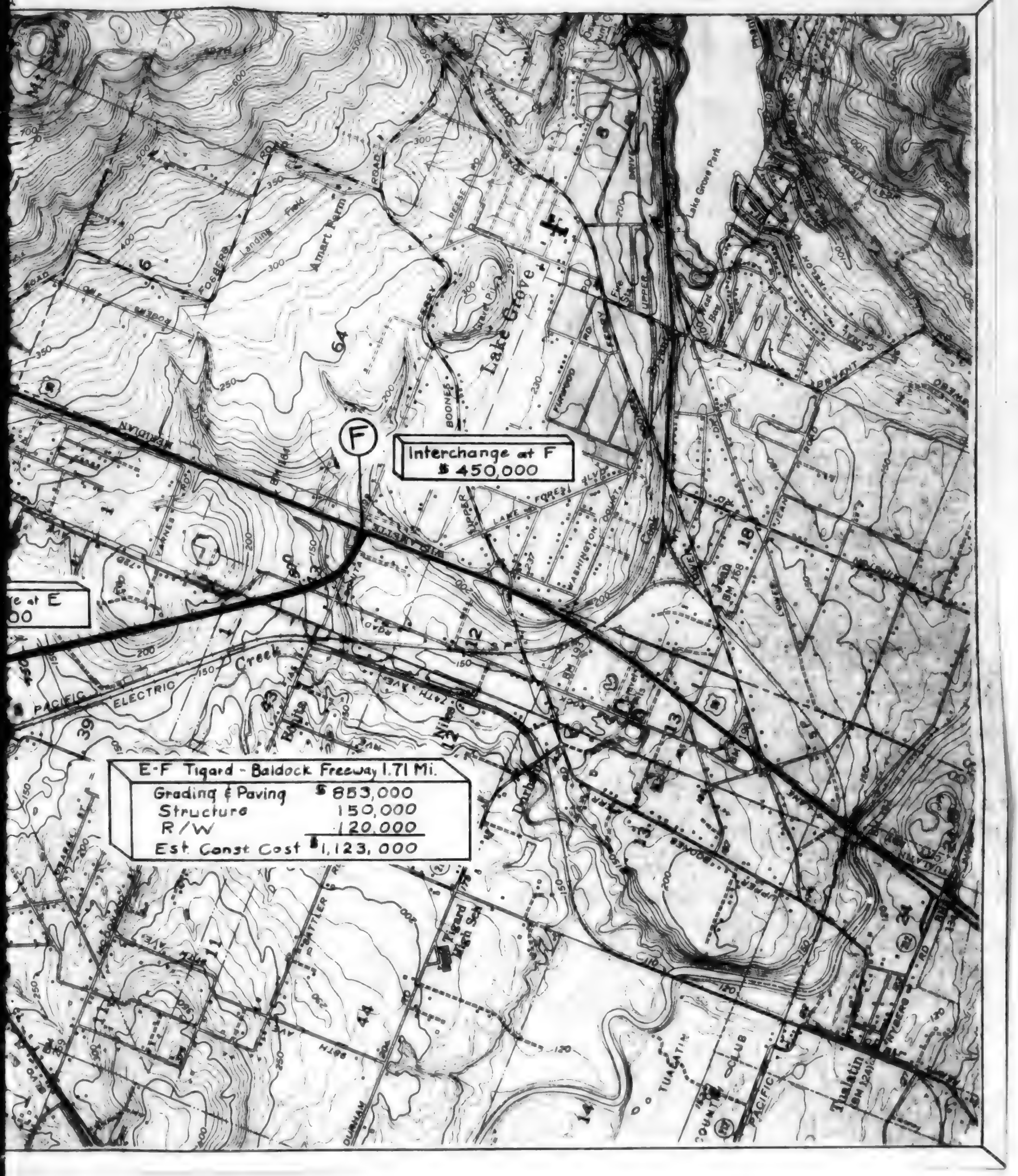
GRADING & PAVING	3,345,000
STRUCTURES	355,000
R/W	1,022,000
INTERCHANGES	1,925,000
TOTAL	6,647,000

Interchange at D
$ 550,000

D-E Beaverton-
Grading & Pavi
Structure
R/W
Est. Construction Cos

1.89 Mi.
9,000
5,000
6,000
0,000


Interchange at E
$ 550,000
E Beaverton-Tigard 4.76 Mi.
Grading & Paving $1,853,000
Structure 150,000
R/W 566,000
Est. Constr Cost $2,569,000
E-F Tig
Gradin
Struc
R/W
Est. C
Garden Home
Multnomah
Bradley Corner
Progress
Water Tank
Crescent Grove Cem
Greenburg
Metzger
Park
Nemith
Hunt
Church
Mckay Sch
Pacific Electric
Oregon
Southern
Tracy
Portland
Boones Ferry
Boones Ferry Rd
Hillcrest
Sheet
Red
Creek
Hall
Bell
Ave
Rd
St
Blvd
Dr
Pl
Ct
Ln
Way
Terr
Cir
Pkwy
Hwy
Sq
Ter
Trail
Loop
Path
Alley
Bridge
Tunnel
Ramp
Exit
Entrance
Toll
Gate
Fence
Wall
Building
Church
School
Hospital
Cemetery
Park
Golf
Course
Field
Track
Pool
Court
Tennis
Baseball
Football
Soccer
Basketball
Volleyball
Swimming
Diving
Boating
Fishing
Hunting
Camping
Picnic
Playground
Zoo
Museum
Library
Post
Office
Bank
Store
Market
Restaurant
Hotel
Motel
Gas
Station
Repair
Shop
Factory
Warehouse
Mill
Mine
Quarry
Dump
Landfill
Power
Line
Tower
Substation
Transformer
Pipeline
Tank
Reservoir
Dam
Levee
Canal
Ditch
Culvert
Bridge
Overpass
Underpass
Interchange
Intersection
Roundabout
Traffic
Light
Sign
Signal
Crosswalk
Sidewalk
Curb
Gutter
Median
Island
Lane
Shoulder
Parking
Meter
Bus
Stop
Shelter
Bench
Trash
Can
Recycling
Bin
Mailbox
Newspaper
Box
Phone
Booth
Fire
Hydrant
Street
Light
Utility
Pole
Guy
Wire
Anchor
Transformer
Box
Meter
Box
Valve
Box
Manhole
Cover
Inlet
Outlet
Drain
Pipe
Conduit
Cable
Fiber
Optic
Line
Telephone
Line
Power
Line
Gas
Line
Water
Line
Sewer
Line
Storm
Drain
Line
Irrigation
Line
Fire
Line
Hydrant
Line
Valve
Line
Meter
Line
Box
Line
Cover
Line
Inlet
Line
Outlet
Line
Pipe
Line
Conduit
Line
Cable
Line


Interchange at F
$ 450,000
E-F Tigard - Baldock Freeway 1.71 Mi.
Grading & Paving $ 853,000
Structure 150,000
R/W 120,000
Est. Const. Cost $ 1,123,000
Lake Grove
Lake Grove Park
Tigard High Sch.
Tualatin
PACIFIC ELECTRIC
Creek
Amart Farm
Landing Field
ROAD
BOONES
FERRY
PARKWOOD
UPPER
BRYANT
MERIDIAN
WARNER
KILLARNEY
LAKE FOREST
WASHINGTON COURT
PACIFIC
HIGHWAY
TUALATIN
COUNTRY CLUB
INVERNESS
QUINNAM
PLATTNER
Grand Pine

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AUG 6 - 1959
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SU-466(4)

6650

Salem, Oregon
August 5, 1959

Mr. Tom Edwards
Construction Engineer
O F F I C E

Approval is hereby granted for locating the Beaverton-Tualatin Highway as requested in Mr. Barbee's letter of August 3.

When do you anticipate making the location from Heck and Gone to Linger Longer Prairie?

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-30 SOM 11-58 15000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1959

SUBJECT: Sunset Highway-Baldock Freeway
Proposed Cedar Hills Expressway
Washington and Clackamas Counties

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached are two reconnaissance reports on the above subject. One covers Routes "A", "B", "C", "D" and "E"; and the second one covers a revision of the "E" Route, as per your request to Mr. Tebeau.

I would recommend that we select the revised Route "E" and start our field survey as soon as practical. This route is .24 of a mile shorter and $210,000 cheaper than any of the other previous routes studied. I must point out, however, as stated in Mr. Tebeau's report, that part of this line goes through a section in which expensive homes are being constructed; and while none have so far been constructed on this line, it could become very expensive right-of-way wise if several were constructed before right of way could be purchased.

I recommend that field work be started and descriptions prepared, so that right of way could be controlled.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

NOTED
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Recon. Est.

Salem, Oregon
July 1, 1959

Sunset Highway-Baldock Freeway
Proposed Cedar Hills Expressway
Washington and Clackamas Counties

Mr. Tom Edwards
Construction Engineer
O f f i c e

In accordance with instructions, a reconnaissance estimate has been prepared on a possible route for the proposed Cedar Hills Expressway. Previously, an investigation had been made under which several route possibilities were evolved; these are covered in a report dated March 25, 1959. This report concerns itself with the easterly route (Route "E"). For this study quadrangle maps (1:24,000) were used along with an 1"=400' aerial mosaic prepared from February, 1959 photographs. A field investigation has also been made.

As a result of the field investigation, it appears that the northerly terminus, originally assumed at the existing Barnes Road Interchange, would be more functional if moved westerly to the Cedar Hills Boulevard; this would place a new interchange about halfway between two existing interchanges, the Barnes Road Interchange and the Cedar Mill Interchange. In this plan, the expressway would parallel Cedar Hills Boulevard on the west for about 2,000 feet and swing southerly toward Beaverton utilizing the existing Cedar Hills Boulevard as a frontage facility to serve the Cedar Hills area. Right of way through this area would appear to be less expensive than the route tying into the Barnes Road Interchange. East of Cedar Hills the area is being subdivided into exclusive building lots with expensive homes predominating. It should be pointed out that a corner of this exclusive development is being traversed by this proposal and damages may result.

South of Beaverton the expressway roughly parallels the Southern Pacific Company railroad to Fanno; it then veers southeasterly to Tigard. From Tigard it heads more or less directly to the Bonita Road Crossing on the Baldock Freeway which would be the southerly terminus of this expressway. This projection represents the least expensive route investigated.

The estimate has been segregated into three units as follows:

Unit	Length	Grade & Pave	Struc-ture	Inter-change	R/W	Totals
Sunset Highway-Beaverton	1.89	$ 639,000	$ 55,000	$ 375,000	$ 336,000	$1,405,000
Beaverton-Tigard	4.26	1,853,000	150,000	1,100,000	566,000	3,669,000
Tigard-Baldock Freeway	1.71	853,000	150,000	450,000	120,000	1,373,000
TOTALS	7.86	$3,345,000	$355,000	$1,925,000	$1,022,000	$6,647,000

As previously assumed, a Class "A" four-lane section with a 16-foot median throughout is used. Asphaltic concrete traffic markers are used on this median with provision for channelized grade crossings of minor arterial roads. Major arterials having anticipated high volumes are separated with access being given through interchanges. Surfacing design is assumed as follows: 3½ inches asphaltic concrete on 12 inches of base including leveling. Unit and other costs are taken from the previous estimate.

It might be emphasized again that both residential and industrial expansion is quite rapid through this general area and could have considerable effect on right of way costs and final position of the route.

Sketch map, profile and estimates are attached.

J. E. Morelock
Ass't Chief Locating Engineer

By William H. Tebeau
William H. Tebeau
Reconnaissance Designer

WHT:jw

Attach.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS AND WASHINGTON COUNTIES

UNIT B - D (SUNSET HWY.-BEAVERTON) LENGTH 1.89 MILES

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE	AMOUNT
1. Clearing and Grubbing	All	100%	- - - -	100%	Lump Sum	$ 24,000
2. Drainage	Mile	1.89	- - - -	1.89	$60,000.00	113,400
3. General Excavation	Cu. Yd.	163,920	40,980	204,900	0.35	71,715
4. Short Overhaul	Yd.Sta.	404,100	100,900	505,000	0.0075	3,790
5. Long Overhaul	C-yd.Sta.	8,270	2,130	10,400	0.35	3,640
6. Finish Roadbed & Slopes	Mile	1.89	- - - -	1.89	1,200.00	2,270
7. Rounding Cutbanks	Lin.Ft.	6,900	1,700	8,600	0.20	1,720
8. Class "A" Concrete in Box	Cu. Yd.	116	29	145	50.00	7,250
9. Metal Reinforcement in Box	Lb.	34,100	8,500	42,600	0.15	6,390
10. Bottom Course Base	Ton	45,834	11,466	57,300	1.35	77,355
11. Leveling Course	Ton	8,524	2,136	10,660	1.50	15,990
12. Sprinkling	M-gal.	1,087	273	1,360	3.00	4,080
13. Preparation of Base	Mile	1.89	- - - -	1.89	400.00	755
14. Aggregate in Binder	Ton	1,153	287	1,440	2.75	3,960
15. Asphalt in Binder	Ton	134	36	170	44.00	7,480
16. Asphaltic Concrete Mix	Ton	11,707	2,933	14,640	3.35	49,045
17. 85-100 Asphalt	Ton	703	177	880	36.00	31,680
18. Emulsified Asphalt	Ton	32	8	40	44.00	1,760
19. Penetration Asphalt	Ton	77	18	95	42.00	3,990
20. Aggregate in Shoulders	Ton	1,174	296	1,470	2.75	4,045
21. Asph. Conc. Traffic Markers	Lin. Ft.	8,500	2,100	10,600	1.00	10,600
22. Metal Guard Rail	Lin. Ft.	3,000	750	3,750	3.00	11,250
23. Metal Guide Posts	Each	43	12	55	5.00	275

Subtotal	$ 456,840
Engineering & Contingencies	182,560
Grading and Paving	$ 639,000
Structures (excl. interchanges)	55,000
Estimated Construction Cost	$ 694,000
R/W (incl. damages)	336,000
TOTAL ESTIMATED COST	$1,030,000

NOTE: Interchange estimtes include structures.

SUNSET HIGHWAY-BALDOCK FREEWAY
PROPOSED CEDAR HILLS EXPRESSWAY
CLACKAMAS AND WASHINGTON COUNTIES

UNIT B - E (BEAVERTON-TIGARD) LENGTH 4.26 MILES

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE	AMOUNT
1. Clearing and Grubbing	All	100%	- - - -	100%	Lump Sum	$ 102,000
2. Drainage	Mile	4.26	- - - -	4.26	$60,000.00	255,600
3. General Excavation	Cu. Yd.	466,680	116,670	583,350	0.35	204,175
4. Short Overhaul	Yd.Sta.	2,341,600	585,400	2,927,000	0.0075	21,955
5. Long Overhaul	C.yd.Sta.	433,140	108,360	541,500	0.35	189,525
6. Finish Roadbed & Slopes	Mile	4.23	- - - -	4.23	1,200.00	5,075
7. Rounding Cutbanks	Lin. Ft.	14,200	3,550	17,750	0.20	3,550
8. Class "A" Conc. in Box	Cu. Yd.	468	117	585	50.00	29,250
9. Metal Reinforcement in Box	Lb.	57,426	14,374	71,800	0.15	10,770
10. Bottom Course Base	Ton	102,582	25,618	128,200	1.35	173,070
11. Leveling Course	Ton	19,077	4,773	23,850	1.50	35,775
12. Sprinkling	M-gal.	2,432	608	3,040	3.00	9,120
13. Preparation of Base	Mile	4.23	- - - -	4.23	400.00	1,690
14. Aggregate in Binder	Ton	2,580	650	3,230	2.75	8,885
15. Asphalt in Binder	Ton	300	75	375	44.00	16,500
16. Asphaltic Concrete Mix	Ton	26,201	6,549	32,750	3.35	109,715
17. 85-100 Asphalt	Ton	1,574	396	1,970	36.00	70,920
18. Emulsified Asphalt	Ton	72	18	90	44.00	3,960
19. Penetration Asphalt	Ton	173	47	220	42.00	9,240
20. Aggregate in Shoulders	Ton	2,627	653	3,280	2.75	9,020
21. Asph. Conc. Traffic Markers	Lin. Ft.	18,990	4,750	23,740	1.00	23,740
22. Metal Guard Rail	Lin. Ft.	7,800	1,950	9,750	3.00	29,250
23. Metal Guide Posts	Each	93	23	116	5.00	580

Subtotal	$1,323,365
Engineering & Contingencies	529,635
Grading and Paving	$1,853,000
Structures (excl. interchanges)	150,000
Estimated Construction Cost	$2,003,000
R/W (incl. damages)	566,000
TOTAL ESTIMATED COST	$2,569,000

NOTE: Interchange estimates include structures.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6593 Ends with: Contract# 6650 folder #1

FLASH CARDS: Begins every Contract

Remarks: #6593 continues from reel 123
#6650 folder #1 continues on reel 125

Reel No. 124 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 1st day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm

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